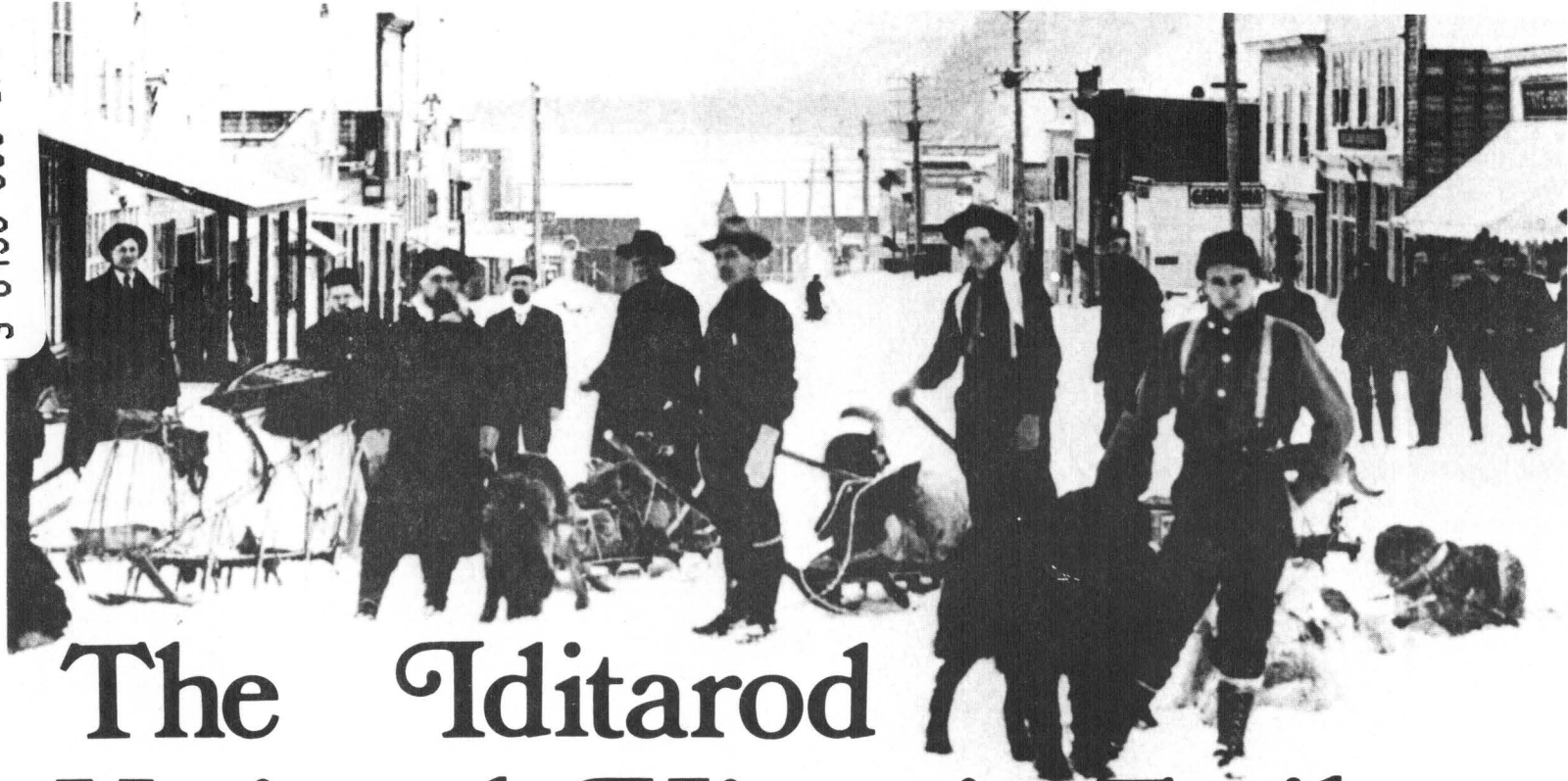


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The Iditarod National Historic Trail Seward to Nome Route

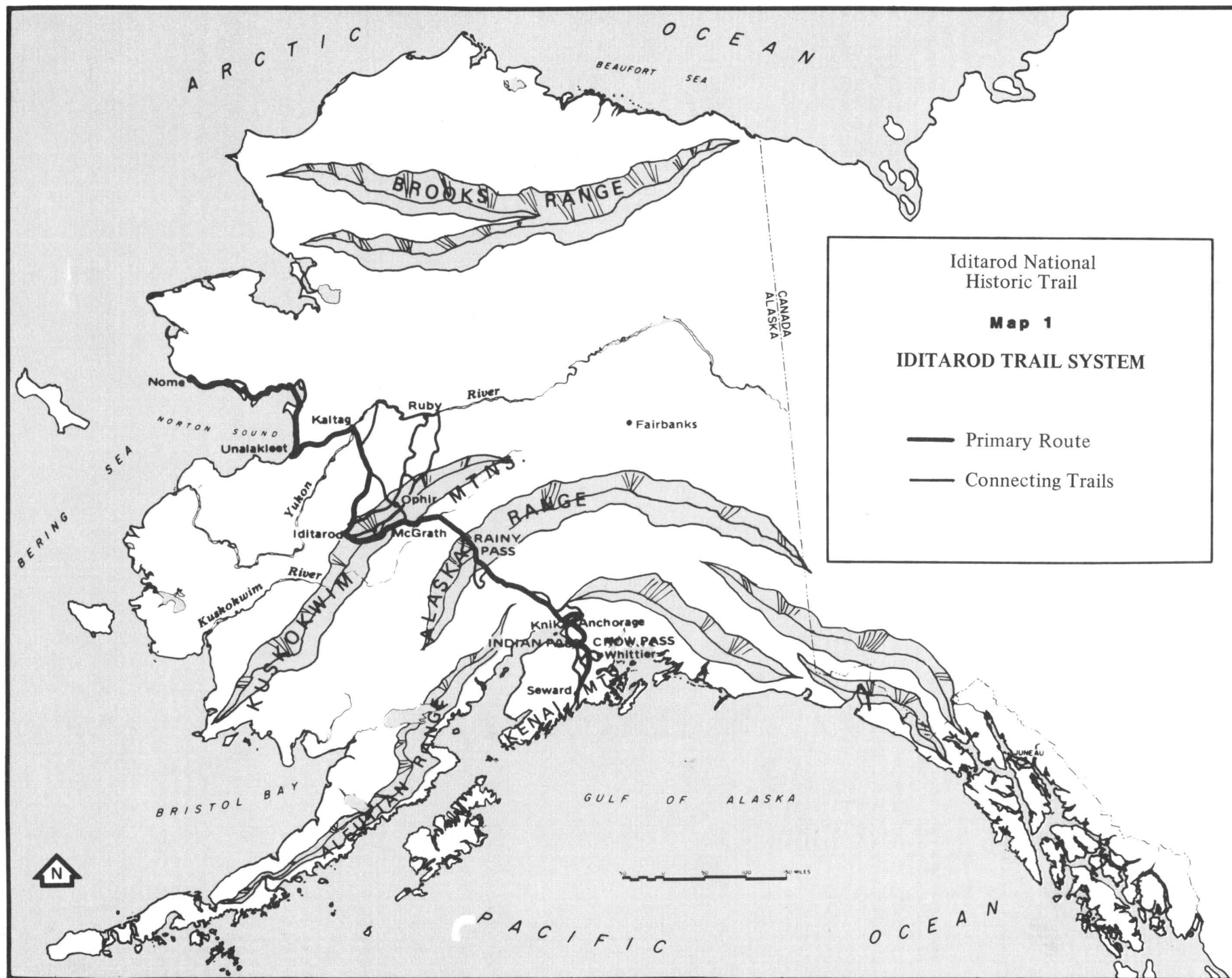
Volume One

A Comprehensive Management Plan

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1981



The Iditarod National Historic Trail

Seward to Nome Route



Volume One *A Comprehensive Management Plan*

September 1981

Prepared By:

Iditarod National Historic Trail Project Office
Bureau of Land Management
Anchorage District Office
Anchorage, Alaska

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INTRODUCTION

The National Trails Act, as amended, requires that a comprehensive management plan for the Iditarod National Historic Trail be completed and submitted to Congress no later than September 30, 1981. In response to that mandate, the Iditarod National Historic Trail Project Office, within the Anchorage District of the Bureau of Land Management (BLM), was created. This plan for management of the Iditarod National Historic Trail represents the cooperative efforts of that office, plus other Federal and State agencies, interest and user groups, and the Advisory Council.

When the National Trails System Act was amended in November 1978, four national trails--the Lewis and Clark, the Oregon, the Mormon-Pioneer, and the Iditarod--were included in the new category of "historic" trails. Separate management plans are being submitted for each of these trails. However, the Iditarod Trail is different. It represents the last vestiges of a truly remote and wild trail system which today remains much the same as it did 75 years ago. Further, this entire trail will form a continuous corridor from Seward to Nome. Through formal agreements and the spirit of cooperation and support, the entire Trail System, regardless of landownership, will be managed as a unit.

The cooperative management philosophy, which is the basic premise for this plan, seems particularly appropriate for Alaska. While the individual land manager through whose land the trail passes will continue to have the ultimate responsibility for that segment of the Trail, the entire 2,300-mile Trail System will be managed as a partnership between the State government, the Federal government, and a group of volunteers who represent all interests in the trail. It is hoped that

using this plan as a guideline for future management of the Iditarod system, the State and the private volunteer organization will eventually manage the entire Seward-to-Nome route. If the funding requests and recommendations in this plan are adopted and upon completion of necessary Memorandums of Agreement, the Federal Government will eventually delegate the overall management of this Trail System to a volunteer organization.

The Iditarod National Historic Trail is unique in Alaskan and American history. An intensive and unselfish cooperative effort has been shown by numerous agencies, both Federal and non-Federal, and by individuals providing much of the information found in the pages that follow. The recommendations made herein reflect this effort and the numerous comments submitted in response to the original draft which was released in February 1981.

As stewards of this remarkable nonrenewable resource, we all trust that the future action by Congress will reflect the best interest in perpetuating this prominent part of America's colorful past.

The Iditarod National Historic Trail
Project Team

Archaeologist Floyd Sharrock of the Heritage Conservation and Recreation Service, left; Steve Peterson, foreground, a historical architect for the Bureau of Land Management, examine the remains of an old dog barn near Pioneer Roadhouse, Mile 330 on the Iditarod Trail.

I. PROJECT HISTORY



Project History

A. National Trails System Act

The National Trails System Act, Public Law 90-543, was approved on October 2, 1968. This Act states:

In order to provide for the ever increasing outdoor recreation needs of an expanding population and in order to promote public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within established scenic areas more remotely located.

The original Act instituted a national system of recreation and scenic trails, designated the Appalachian and Pacific Crest Trails as the initial components of the National Scenic Trail System, and prescribed methods by which, and standards according to which, additional components may be added to the system. The Act directed that 14 specified routes would be studied for the purpose of determining the possibility and desirability of designating each as a national scenic trail. One route named for study was the "Gold Rush Trails in Alaska." No further identification of the route was included in the original Act.

B. Alaska Gold Rush Trails Study

The primary task of the Alaska Gold Rush Study Team, formed in September 1973, was to determine specific trails that should be studied as a basis of appropriate proposals for additional national scenic trails. The study team, chaired by the Bureau of Outdoor Recrea-

tion, was made up of various Federal, State, and local government representatives.

In September 1977, the study team made its recommendations to the President and to Congress in The Iditarod Trail (Seward-to-Nome Route) and Other Gold Rush Trails. The team recommended that the 2,037-mile Iditarod Trail System be included in the National Trail System and designated as a "National Historic Trail".

C. National Historic Trails

The Seward-Nome Route became one of the first National Historic Trails selected when Public Law 95-625 (The National Parks and Recreation Act) was signed by the President on November 10, 1978. This Act, amending the National Trails System Act and specifically naming the Iditarod as a National Historic Trail, mandated the following actions:

1) The Iditarod National Historic Trail shall be administered by the Secretary of the Interior.

2) The Secretary of the Interior shall submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a "comprehensive plan" for the management and use of the trail by September 30, 1981. The comprehensive plan shall include, but not be limited to:

- a. The identification of the historic trail system and side and connecting trails.
- b. The identification of all significant natural, historic, and cultural resources to be preserved.

- c. Specific objectives and practices to be observed in the management of the Trail.
- d. Details of any anticipated cooperative agreements to be consummated.
- e. Procedures for establishing a uniform marker, marking the Trail, and providing markers to cooperating agencies.
- f. Identifying access needs to the Trail where appropriate and identifying acquisition needs for significant sites or segments.

3) An Advisory Council be formed with the following members to be included:

- a. A member of each Federal or independent agency administering land through which the trail route passes.
- b. A member appointed by the governor of the State.
- c. One or more members appointed to represent private organizations and individual landowners or land users who have an established and recognized interest in the trail.

4) The Secretary shall select necessary rights-of-way for the Trail after obtaining advice and assistance of the State of Alaska, local governments, private organizations, and landowners and land users concerned.

5) Maps of the Iditarod National Historic Trail shall be kept on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C.

The National Trails System Act specifically authorized and designated "The Iditarod National Historic Trail," as the "route of approximately two thousand miles extending from Seward, Alaska to Nome, Alaska..., following the routes as depicted on maps identified as 'Seward-Nome Trail'" in the Bureau of Outdoor Recrea-

tion's September 1977 study report. The route is actually a trail system made up of a primary trail system connecting Seward and Nome, and over thirteen hundred miles of connecting trails which paralleled and connected the main Seward-to-Nome Route with gold strikes, communities, and access points.

D. Iditarod National Historic Trail Project Office

In June 1979, an Iditarod National Historic Trail Project Team was established and based at the Anchorage District Office of the Bureau of Land Management. The project team has consisted of a project leader, project planner, exhibits specialist (historic architect), project assistants, an historian, archeologists, and landscape architects. A writer/editor, graphic artists, realty specialists, public affairs specialists and others have also given invaluable assistance. The project team was also assisted by other Federal, State, and local government representatives and private individuals in historical research and in the preparation of the management plan. The project team members and primary contacts in other organizations and agencies are listed in Appendix 2.

In lieu of an officially appointed Advisory Council, the Iditarod Project Office conducted three "coordinating meetings." The affected land managers, including Federal, State, and local, as well as interested groups and individuals were invited to these public "coordinating meetings." The meeting dates were June 8, 1979, August 7, 1979, and April 28, 1980.

On January 14, 1981, the Secretary of the Interior officially appointed a twenty-member Advisory Council to specifically advise the Secretary, through the Bureau of Land Management, on the comprehensive planning effort. Once the management plan has been approved by Congress, the Advisory Council will be responsible for reporting to the Secretary on the implementation of the comprehensive plan. The Advisory Council has met on March 6, 1981, and May 7 and 8,

1981. The Advisory Council membership is shown in the appendix. Minutes of the coordination and Advisory Council meetings are on file at the Project Office.

The project team carried out an extensive public involvement program designed to inform and involve citizens in the planning process. The public was informed of the new Trail status through newspaper and magazine articles, brochures, displays, and public meetings. The public involvement record is shown in Appendix 3.

Of all the National Historic Trails, only the Iditarod Trail lacks a comprehensive history by competent authorities. For this reason, the Project Office has been deeply involved since 1979 in collecting historical information about the Trail, information that can be used as a basis for making management recommendations.

Federal and State records were searched for documents, photographs and maps throughout the United States and Canada (The University of Alaska at Fairbanks; University of Alaska at Anchorage; Anchorage Historical and Fine Arts Museum; Alaska Historical Library; University of Oregon at Eugene; University of Washington; Glenbow-Alberta Institute, Calgary, Alberta; the National Archives; Washington, D.C.). Field inventories were conducted during 1980 and 1981 to locate and evaluate historic sites and trail segments.

Informal conversations as well as formal oral history interviews with people who remember the days of the Iditarod have uncovered some valuable pieces of gold rush and trail history.

Site information files were established to compile known information on each historic site and segment, indexed to the Alaska Historical Resources Survey System as maintained by the State of Alaska. Sites and segments identified by the Bureau of Outdoor Recreation in 1977 were the initial entries into the historical file. Previous research conducted by the Bureau of

Land Management (Lynch, 1978) and by the State of Alaska yielded information that was entered into site and segment files. Permanent maps on the 1:63,360 scale depicting site and segment location, land status, and management recommendations were produced by the project staff. Contemporary and historical photographs were inventoried and included in site files. In the course of research, the Project Office discovered many additional sites and segments deserving consideration for inclusion into the historic trail system.

E. Management Goals

"National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment" (Section 3(c), National Trails System Act, as amended).

The primary goal of the comprehensive plan is to promote the preservation, enjoyment, use, and appreciation of the historic route of the Iditarod Trail. This shall include identifying the trails and sites making up the historic Trail System and protecting significant segments, historic remnants, and artifacts for public use and enjoyment.

The secondary goal of the plan is to identify the opportunities for outdoor recreation and public enjoyment which are compatible with the integrity of the historic route and are not destructive to the cultural and natural resources associated with the Iditarod Trail.

The comprehensive plan covers federally owned or managed land and will address cooperative management of the historic Trail where the Trail and its historic remnants are managed by non-Federal land managers.

F. Management Objectives

1) Manage the Iditarod National Historic Trail under a cooperative agreement system involving Federal agencies, the State of Alaska, local governments, and private landowners, all using the Comprehensive Management Plan as a common guide.

2) Assist the Iditarod Trail Blazers, a private management organization, to participate as a full working partner in historic Trail management. The ultimate goal is for the private management organization to assume full operation and maintenance responsibility for the Trail.

3) Establish a National Trail Office to serve as a focus and catalyst for Iditarod Trail programs and to serve as administrative headquarters for the Federal, State, local, private, and volunteer representatives cooperating on historic trail programs.

4) Maintain and utilize the Iditarod National Historic Trail Advisory Council to review historic trail programs.

5) Establish public rights-of-way on Federal land; cooperate with the State of Alaska, local governments, private landowners, and Native corporations, in establishing rights-of-way or maintaining existing easements.

6) Locate and identify the Iditarod Trail System; design and authorize a uniform Trail marker and mark all primary routes and significant connecting Trail segments open to the public.

7) Locate and protect all historic and cultural sites, giving priority to management of sites categorized in Level 1.

8) Include non-Federal sites and segments into the Iditarod National Historic Trail System through cooperative agreement with the landowner.

9) Prepare thematic nominations to the National Register of Historic Places for sites and segments having historic, cultural, or natural significance to the Iditarod Trail.

10) Increase public appreciation and understanding of the Iditarod National Historic Trail by initiating an information/interpretation program.

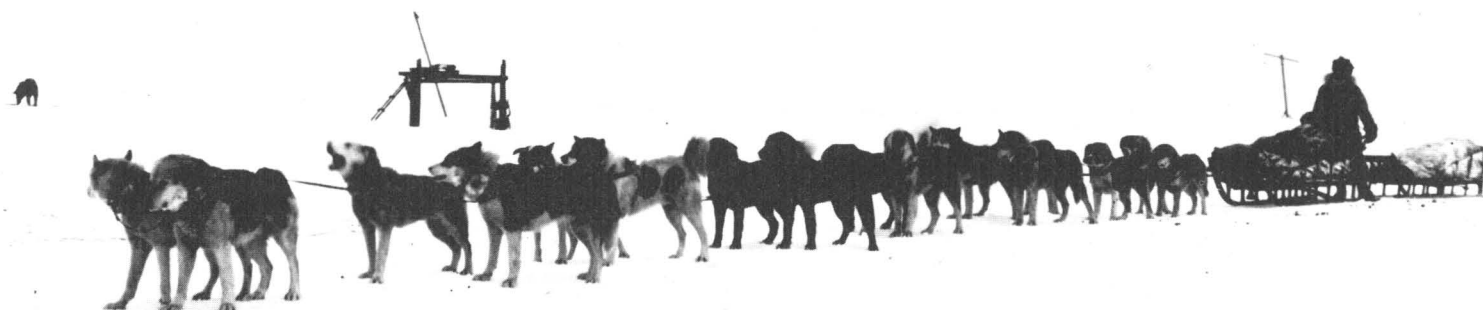
11) Increase public use and enjoyment by providing for additional public access through trail construction and improvement, airstrip maintenance, and shelter construction.

*"Mush! Husky and malamute! Keep to
the trail!*

*They're depending on us, for the
government mail!"*

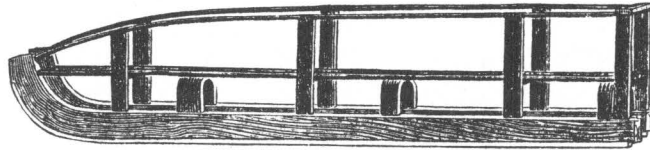
*THE MAIL
Council City News
December 17, 1904*

II. HISTORIC OVERVIEW



U.S. mail team near Nome

Historic Overview



Inuit sled of Norton Sound

"If you love the grandeur of nature--its canyons, its mountains and its mightiness, and love to feel the thrill of their presence--then take the trip by all means; you will not be disappointed. But if you wish to travel on 'flowery beds of ease' and wish to snooze and dream that you are a special product of higher civilization too finely adjusted for this more strenuous life, then don't. But may God pity you, for you will lose one thing worth living for if you have the opportunity to make this trip and fail to do so."

C. K. Snow
At the End of the Trail
Seward, February 15, 1915

The Iditarod Trail, a symbol of frontier travel, and once a main artery of Alaska's winter commerce, served a string of mining camps, trading posts, and other settlements founded between 1880 and 1920, during Alaska's gold rush era. The Alaska Gold Rush was an extension of the Western mining frontier that dates from the California gold discovery in 1848. In each new territory, gold strikes had caused a surge in population, the establishment of a territorial government, and the development of a transportation system linking the goldfields with the rest of the nation. Alaska, too, followed through these stages. With the increase in gold production, the non-Native population boomed from a recorded 430 in 1880 to some 36,400 in 1910. In 1912 President Taft signed the act creating the Territory of Alaska. At that time, transportation systems included steamship and steamboat lines, railroads, and four cross-country winter trails, the longest dogsled trail being from Seward to Nome, the Iditarod.

The Iditarod Trail was developed as a response to gold rush era needs. Its antecedents were the Native trails of the Tanaina and Ingalik Indians and the Inuit and Yuit Eskimos. They knew the route and had developed winter modes of travel--the dogsled and snowshoe. The peaceful collaboration of Native groups with the newcomers made settlement easier.

Our stereotyped image of the parka-clad musher behind a sled and string of dogs reflects a mixture of Native technology and European adaptations. The Native sled was built to carry all the owner's possessions from camp to camp or from camp to village. The owner ran in front, guiding his dog team along an unimproved trail. The Russian, Lt. Zagoskin, wrote in the 1840s that the Russians introduced the method of harnessing the dogs

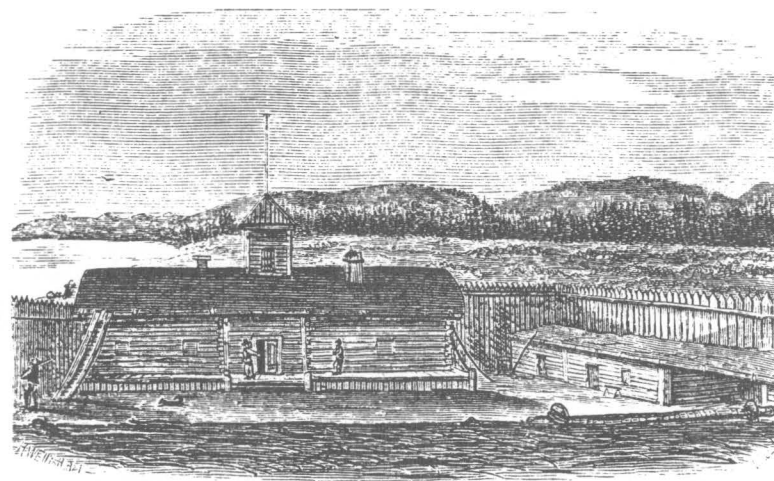


Dogsledding the Kaltag Portage, 1866

single file or in pairs in front of the sled. The Russians also introduced the lead dog or "leader"--the best trained dog that kept the others in line and recognized voice commands for direction. During the Russian era, guide-poles and later handlebars were attached to the rear of the sled to direct, push, and balance the weight.

The Russians also developed parts of the later Iditarod Trail as a route of supply and provision for fur trading posts. The Russian American Company sent fur trading expeditions across the Kaltag Portage to Nulato on the Yukon River, along a section built later as part of the Iditarod Trail. When the American fur trading companies took over the Russians' posts (after 1867), they continued using the Kaltag Portage and extended it as part of the Yukon River Trail, linking fur trading posts into Canada. From there came French-Canadian traders and trappers, along with their voice commands for dogsledding: Americanized as gee for ye (go right), haw for cha (go left), and mush for marche (go ahead). The mode of travel and an emerging pattern of transportation was developed, aiding the movement north by the time of the first gold strikes.

Alaska's gold rushes occurred after the other Western states had passed beyond their frontier mining eras. As those frontiers closed, parties ventured north to prospect, to trap, to trade. These freebooters came north from the industrializing mines of Montana, the Black Hills, from the deserts of Arizona and the mountains of Colorado--each in search of an Eldorado or enough of a grubstake to continue his itinerant lifestyle. These were miners after the California fashion, who had moved up the Pacific coast with the series of strikes: into the Cassiar, then into Juneau, and, during the 1880s, some crossed into the Yukon while others continued west along the coast. In each place the particular conditions of geography and the Arctic climate changed the familiar patterns of the mining west--dogs and sleds replaced the burro, sourdough



Nulato

replaced johnny cakes, and cigars (with their mosquito deterrent) replaced the plug and chew.

The first mining area to develop along the future route of the Iditarod Trail was the Cook Inlet country. The glacial Kenai and Chugach ranges cut along the Inlet's eastern shores creating numerous bays and arms. In a few of the streams pouring into the ocean, gold had been deposited into rich pockets. Russians and early trader/prospectors found traces of gold, but the first major find did not occur until the 1890s. In 1891, Al King, a veteran prospector from the interior working with gold pan and rocker, located gold on Resurrection Creek, a steep graded stream flowing north into Turnagain Arm. A secretive sort, King kept his find quiet until 1893. That year, ten prospectors and traders followed the usual practice of establishing a mining district, creating rules for claim ownership, and electing a recorder.

The Turnagain Arm Mining District boomed in 1895-1896. News of rich finds on the tributaries of Six-Mile, Resurrection, and Glacier creeks drew a reported 3,000



Knik, Alaska - Sign for Cottonwood Roadhouse

people into Turnagain Arm. Most arrived by steamship or sailing vessel, precariously navigating the treacherous tides of the Arm in order to dock at the log cabin communities of Hope and Sunrise. Several hundred other miners took the Portage Glacier route. Steamers from Juneau and Sitka unloaded their passengers in winter at Portage Bay, where the miners had a 15-mile trek across a glacier, the frozen Placer River, and the frozen Arm to Sunrise. Here miners were introduced to the hardships of Alaska winter travel; some froze on the glacier, others starved while lost in "white-outs," and a few drowned in the Arm.

During the 1890s, Sunrise, Hope, and scattered trading posts at Resurrection Bay, Knik Arm, and the Susitna River were connected by roughly blazed trails. Miners and merchants combined to build a wagon road from Sunrise up Six-Mile Creek along the mining claims.

Like their counterparts on the Yukon, miners in South-central Alaska were adapting to the northern climate. Prospecting followed the cycle of seasons. In the fall, after freeze-up, they hooked up their dogs and pulled their Yukon sleds loaded with a year or two of supplies up the Kenai, Susitna, Knik, or other rivers, then established camp at a promising location and spent the winter thawing ground and digging gravel. At spring break-up, with plenty of water, they sluiced the hoped-for gold from the pay dirt. At season's end they built rafts or poling boats and floated back downstream to the trading posts or towns. In this way, the land was prospected. As goldfields were found to the north in the Talkeetna Mountains and the Yentna River drainage, the network of trails was extended.

The greatest impetus to Alaska mining occurred, not in Alaska, but in the Canadian Klondike goldfields. Discovered in 1896, the stampede in 1897-1898 brought an estimated 50,000 souls to the north. Many never reached the Klondike, but flowed over into the Cook Inlet country, the American Yukon River, and elsewhere.

THE ALASKA FREIGHT SLED.

THE ONLY ONE ON THE MARKET.



The above illustration is a correct reproduction of the only ALASKA FREIGHT SLED on the market. This is made from a pattern furnished by the gentlemen who took the United States census in Alaska, and is a reproduction of the one that he used in traveling thousands of miles when taking the census, and in which he carried his outfit and provisions.

The sled is much larger and stronger than the "Yukon Miner's" sled. It is made entirely of oak, and at the joints, instead of being riveted, it is mortised and lashed with rawhide so that there is not the same liability of breakage as there would be if bolted together. The top hamper is made of oak interlaced with rawhide and tarred marline.

This sled is not an experiment. It is the kind the natives use, and will be found invaluable for transporting all kinds of merchandise. It is intended to be used for a dog team or to be hauled by hand. The weight is approximately 75 pounds. Its carrying capacity varies from 1,000 to 1,500 pounds, according to the material transported. We are the only manufacturers of this kind of sled. Price is \$30 each.

BAKER & HAMILTON, San Francisco.

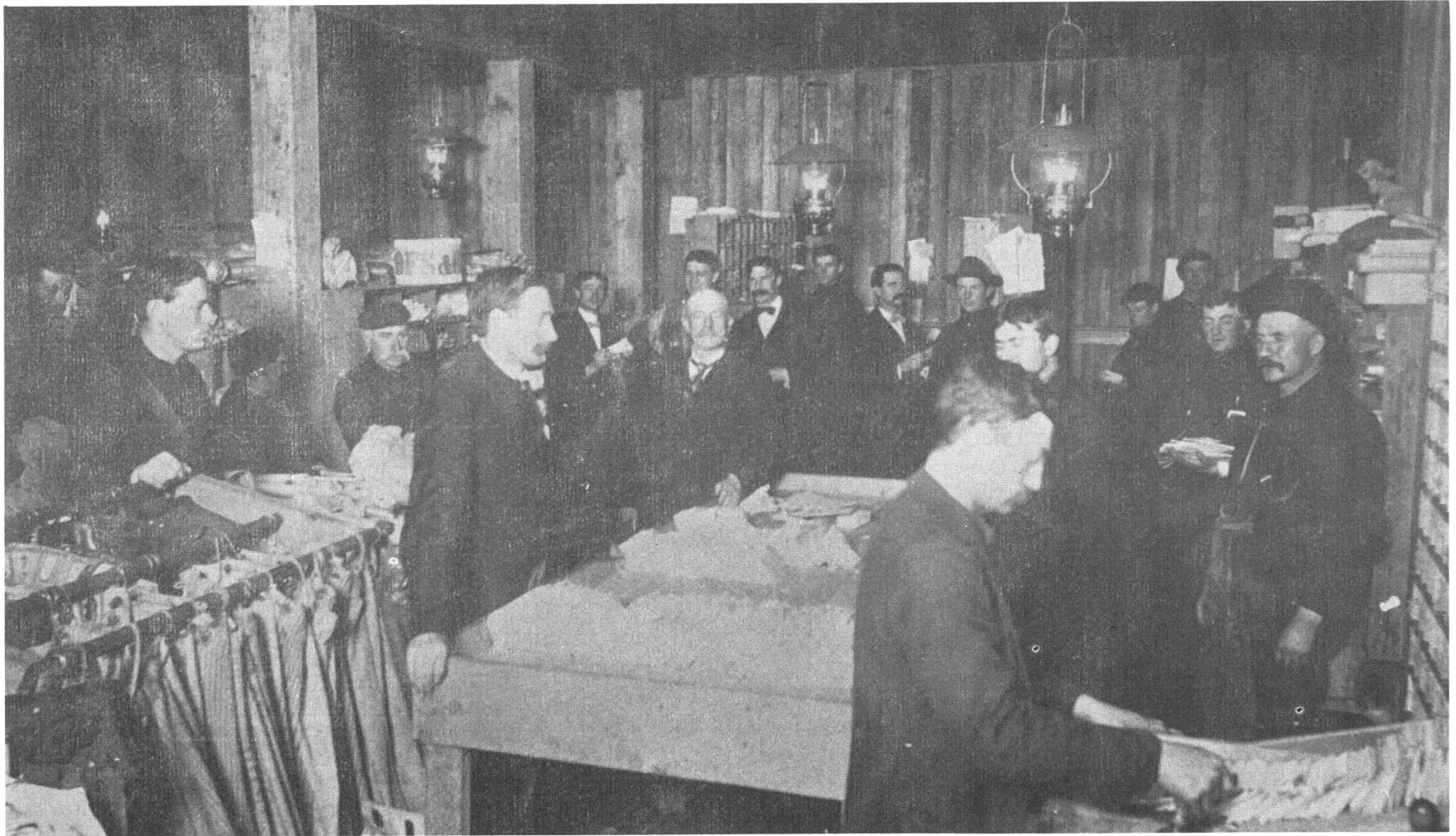
AITCHISON & LAWRENCE.

Kaltag General Store

ROADHOUSE AND SALOON IN CONNECTION

Stables for Dogs—Lots of Salmon

The only Government Trail to Iditarod and Innoko, and Shortest Starts from "Kaltag."



Post Office, Nome



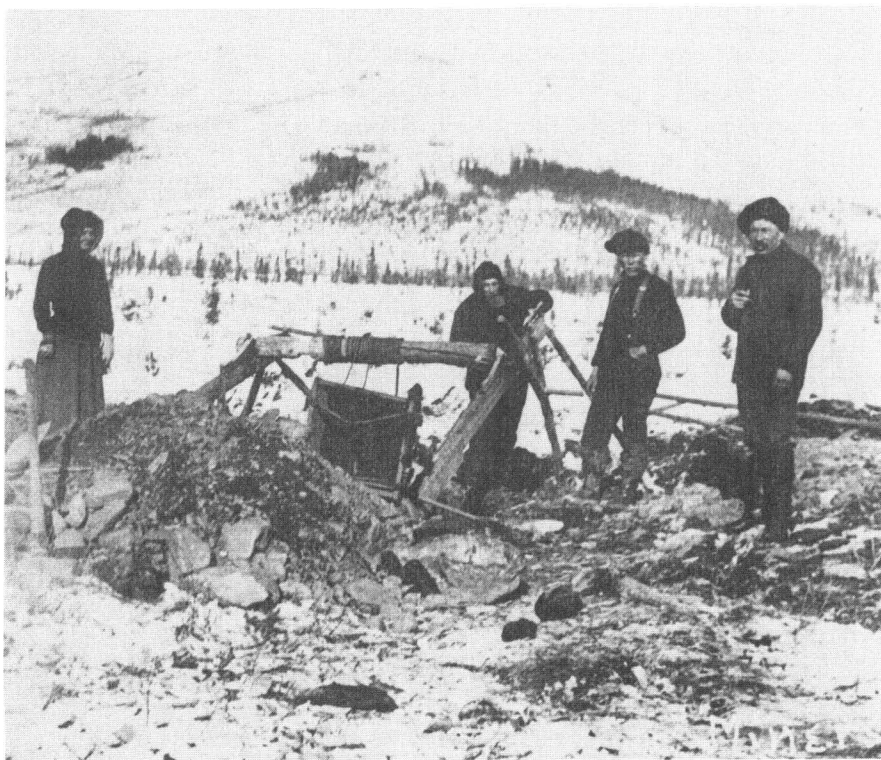
Knik Pier, Cook Inlet, 1898

During the summer of 1898, on the shores of the Bering Sea, a handful of inexperienced prospectors happened upon the gold of Anvil Creek. On September 20, 1898, Jafet Lindeberg, Erik Lindblom, and John Byrneson, the three "Lucky Swedes", staked the richest creekbeds of the Cape Nome goldfields.

Nome became an instant city. Word of gold discoveries in the beach sands caused one of the West's and Alaska's largest stampede. By the summer of 1900, an estimated 20,000 to 30,000 people arrived by steamer to dig the golden sands of Nome. Miners' tents spread for miles along the Bering Sea coast, and inland hydraulic plants were introduced to wash away gravels. Nome also gained national notoriety for its violence and its corrupt Federal officials, later exposed and imprisoned. These events were immortalized by the novels of Rex Beach.

From October to June, the Bering Sea froze, isolating the people of Nome who had missed the last boat "Outside." In order to break down this isolation, the people focused their concern on wintertime ties to the rest of the nation. A telegraph system was constructed from Valdez across Alaska to Nome. Trails were cleared to bring in needed supplies and the mail.

Between 1898 and 1908, four routes were used connecting ice-free ports with Nome. The first ran from Skagway to Dawson, Yukon Territory, then down the Yukon River to the Bering Sea coast and Nome. This 2,000-mile route, though used by express companies and the mail, was considered unsatisfactory because of its great distance and because it crossed Canadian territory. The search for an "All-American Route" and the demand for a shorter haul to Nome brought into existence two aborted routes--the Valdez to Eagle Trail and the Iliamna Route. Each proved uneconomical. After the gold rush to Fairbanks in 1903, the Valdez route became feasible via Fairbanks and the Yukon River Trail. By 1904-1905, all winter mail bound for Nome went by way of Valdez and Fairbanks.



Sinking of a shaft near Iditarod



A winter camp

Wintertime travelers to Nome, however, still believed the shortest route to Nome would be via the Cook Inlet country. Railroad promoters had already begun construction of the ill-fated Alaska Central Railway north from Seward. In 1907, because of the development of Seward on the Resurrection Bay and recent gold discoveries in the Innoko District, the Army's Alaska Road Commission took action, and Major Wilds Richardson ordered Walter Goodwin and a crew of three to blaze a route from Seward through the Cook Inlet country and beyond to Nome. From January to April 1908, Goodwin blazed the Iditarod Trail. In a report to Richardson, he concluded that the 800-mile proposed trunkline would be feasible only if mines of value were developed, attracting additional traffic. Unknown to Goodwin, two prospectors, John Beaton and William Dikeman, had penetrated the virgin territory and uncovered paydirt in the area that soon would become the Iditarod Mining District.

The Iditarod was Alaska's last major gold rush. It was the most productive strike in a vast area, loosely termed the Inland Empire, spreading from Ruby on the Yukon River, south along the Kuskokwim Mountains into the drainages of the Innoko and upper Kuskokwim Rivers. Prospectors had visited the area since the 1880s, and minor stampedes had occurred up to 1907 with strikes on Ganes Creek and near Ophir. The rush to Iditarod and Ruby, between 1910 and 1912, set 10,000 stampedeers in motion, while each community reached peak populations of 3,000. Within two decades, \$30 million worth of gold was dug from these goldfields.

Whereas Nome and the Cook Inlet country were easily accessible by ocean steamers, interior camps in the Inland Empire (the Iditarod, Innoko, and Ruby districts) were isolated. Stampedeers bound for the mines took steamships to tidewater, then steamboats for as far as 1,000 miles up the meandering rivers--the Yukon, Innoko, or Kuskokwim. The majority of passenger and freight traffic used the river system from May to October. Freeze-up shifted traffic to the trails.



Sluicing paydirt near Nome

Fairbanks Weekly Times

FAIRBANKS, ALASKA, THURSDAY, FEBRUARY 24, 1916.

(From Sunday's Daily)

RICH PAY STRUCK IN THE IDITAROD

Flat Creek Has Been Opened Up for Three Miles and Shows a Paystreak that Averages Five Cents to the Pan--All Shallow Ground.

TILLMAN WILL
NEVER BE ABLE
TO TALK AGAIN

TELEGRAM TO JEROME CHUTE.

NULATO, Feb. 19.—Flat creek opened up for three miles and a half. Shows \$2 to \$5 to the square foot. Width of pay has not been determined, but in some places shown to be 150 feet wide. Creek runs 14 to 16 feet to bedrock, two feet of muck and 8 to 12 feet of gravel that averages 5 cents to the pan.

A. B. FERGUSON.

BEGIN HEARING
OVER LOSS OF
THE FARALLON

South Carolina Senate
Helpless Condition
Never Recover His
Health.

ENTIRE RIGHT SIDE
HAS BEEN PAR

Doubtful if the Dist
Patient Will Survive



NOME DAILY NUGGET

VOL. 15, NO. 146

Telephone Main 46

NOME, ALASKA, THURSDAY, JUNE 24, 1916

Telephone Main 46

PRICE 10 CENTS

Fresh Petaluma Eggs

JUST ARRIVED

Sold at the same price as any other Eggs

Fresh Goods

WE HAVE A LARGE STOCK OF NEW GROCERIES, COMPLETE IN EVERY WAY.

Green Onions, Rhubarb, Tomatoes, Carrots, Turnips, Oranges, Lemons, Grape

HARMON'S BOOM
TO BE LAUNCHED

Nugget's Great Service.

THEY HAVE BEEN PERFECTED FOR IMMEDIATE LAUNCHING TO BEYOND THE LIMITS OF THE HARMON OF THE STATE FOR THE PRESIDENT. This is the result of the conference held by the National Republican Committee at Hot Springs, Ark. last April, when it was agreed by that body that the Democratic campaign of 1916 should be the question of 1916, and that the Democratic campaign of 1916 should be the question of 1916.

MORE IDITAROD NEWS
WORTH CONSIDERING

It is the fact that the Iditarod race is the most famous of the world's great races. It is the fact that the Iditarod race is the most famous of the world's great races. It is the fact that the Iditarod race is the most famous of the world's great races.

OVER THREE HUNDRED STAMPEDERS LEAVE

Steamers Tanana, Delta, Tana and Dusty Diamond Pull Out for New Diggings, Crowded With Passengers. Amid Cheering of Those Left Behind.

With practically the entire camp turned out to bid them Godspeed on their journey to the new diggings, in spite of at bitterly cold wind, more than three hundred Argonauts pulled out from town last night on the steamers Tanana, Delta, Tana and Dusty Diamond. It was the biggest exodus that the camp has ever seen and none of the usual accompaniments of the wild stampede were missing. Along the waterfront for the past week has been stacked a collection of goods and chattels destined for use in the new camp comprising everything from bird cages to fifty-horsepower boilers.

The Tanana was the first to pull out and her decks were black with passengers when the cast-off whistle sounded at about 11:30. Front street was packed and a great cheer went up when the ship pulled away. She picked up her barges at the shipyard.

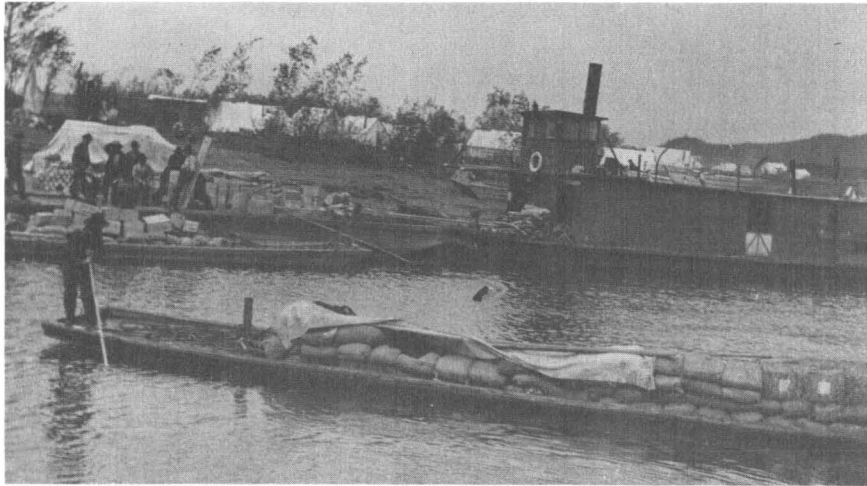
The Tanana had similar signals were boats slipped their moorings after midnight.

On the Tanana were later transferred 52 and the Dusty Diamond by the Tanana. Chena by the Tanana took some few head around a cage on the Tanana.

ANOTHER SHOOTING AFFAIR IN IDITAROD

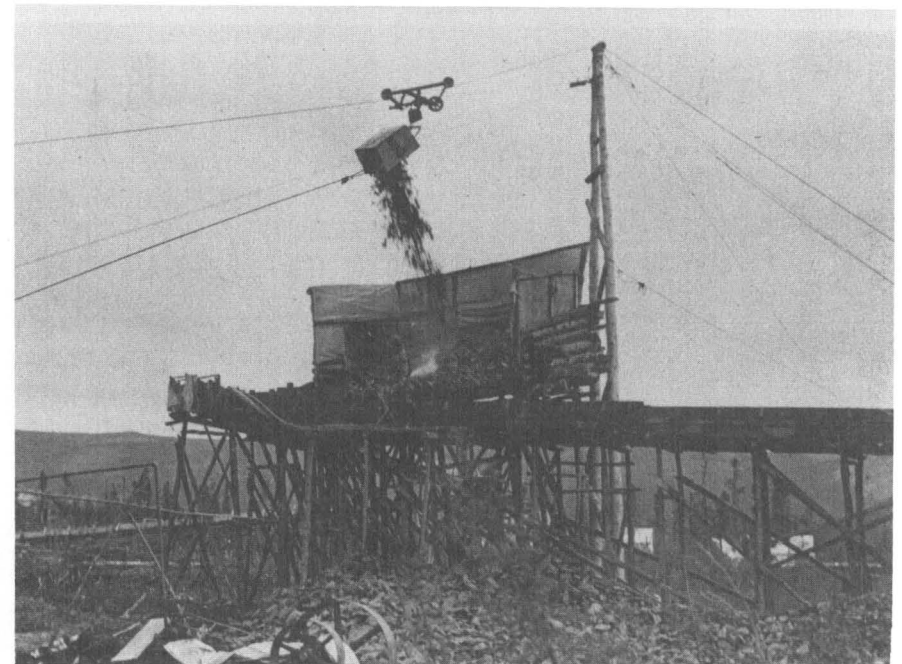
Jack Sheedy Fires Five Shots Into William Fowler's Cabin on Otter Creek in an Attempt to Kill William Malott.

Feb. 11.—The killing of three persons in a small cabin on Otter creek was not only by the bad aim of the person intent on doing the killing. On or about the 11th, Jack Sheedy fired five shots into William Fowler's cabin on Otter creek, and that all of them escaped scathless appears to have been a stopped shooting only when he had emptied his rifle, and he was prevented from attempting at murder only by the arrival of other persons on the scene. He sold a claim on Flat creek for \$25,000. Malott claimed that he owed mentioned the matter several times without getting any satisfaction from Sheedy at Haynes' cigar store about the first of the month, Malott again money. Sheedy had been drinking and became abusive, and the controversy knocking Sheedy down. Malott then went to William Fowler's cabin on Otter creek, where he was met by Sheedy at the door. Sheedy had a gun and said, "Now, you ———, I have got you." Malott jumped back into the door almost at the instant that Sheedy fired. The frenzied man fired at the door. Mrs. Fowler became hysterical and William Fowler stepped to support Sheedy to assist. Sheedy raised the rifle to fire into the window and stepped back in time to avoid the shot which Sheedy fired. By now and Sheedy was reloading when neighbors, attracted to the scene by Fowler's screams, succeeded in disarming him.

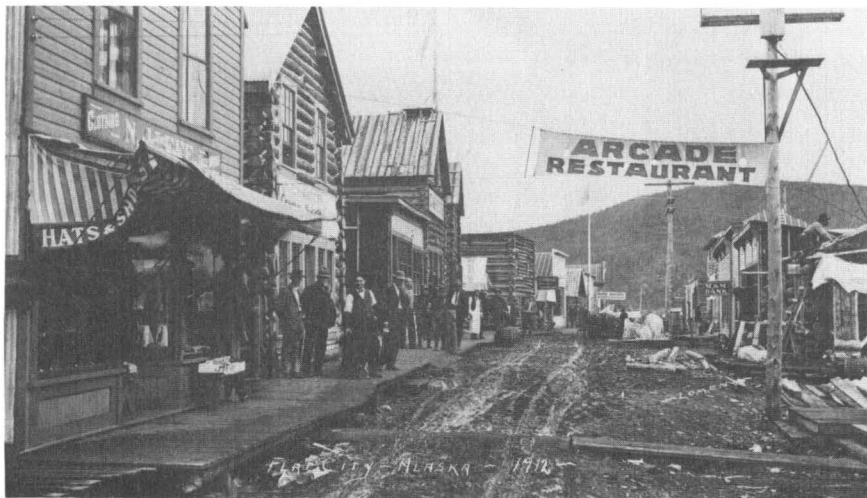


Little Delta and stampedeers at Iditarod, June 1910

VIC OLSON'S
Dog Team Express
Will connect between
Seward and Anchorage
Ends of Steel.
Big Teams.
Comfortable Sheds.
For Passenger and Express
Rates apply at
BAXTER'S NEWS STORE



Dragline scraper mining at Flat Creek

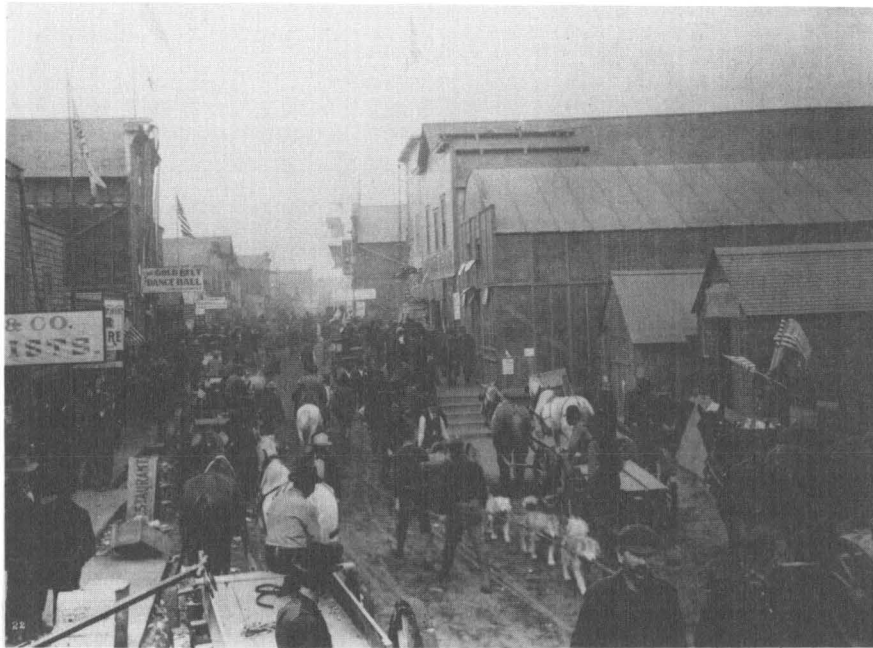


Flat City, 1912

Drop in at
The NORTHERN
Where you will always find a fine line of
Liquors & Cigars.
RICKARD & LITTLE
Proprietors



First Avenue, Iditarod, 1911



Nome, 1900

Save Money by Buying Your Outfits of

MAX SIMEL

Wholesale and Retail

GENERAL MERCHANDISE

Stores: Anvik, Innoko River,
Diskakak and Simmel City

Trails developed in the Inland Empire in direct response to gold discoveries. Prospectors took the natural land routes or Native routes to the Innoko mines in 1906 and 1907 and were followed the next year by Goodwin. Goodwin's blazed and cleared Seward-to-Nome winter trail became the main winter access route to the Iditarod district. A loop trail left the main trail at Takotna and followed the creeks to the town of Iditarod, and from there north through Dikeman to rejoin the trunkline trail at Diskakaket. A trail from Ruby to the Yukon River ran south in response to strikes made on the tributaries of the Nowitna and upper Innoko rivers. By 1913, an alternate trail to Nome left the trunkline at Ophir and headed north to Ruby via the gold camps of Cripple, Poorman, and Long. From Ruby the musher followed the Yukon River Trail east to Fairbanks or west to Nome.

These crude trails built by the mining camp residents were upgraded by the Alaska Road Commission. Congress had established the Alaska Road Commission in 1905 as part of the Army's road and trail building efforts connecting the military posts and the new mining camps with tidewater ports and navigable streams. Major Wilds P. Richardson headed the Commission and with his engineers set the standards for construction. The lowest level of transportation was the trail, a cleared and smoothed surface approximately eight feet wide and with no grades steeper than four percent. Along barren stretches or areas above timberline the trails were flagged. The Commission's bobsled roads were similar to trails, except they were wider and more attention was given to grade. The few early wagon roads built by the Alaska Road Commission along the Iditarod Trail ran from communities to mining areas: from Nome to Solomon and Council; from Ruby to Long; Iditarod to Flat; Knik to Willow mines; and from Sunrise up Canyon and Six-Mile creeks. These roads were graded and drained, corduroyed or macadamized, and further improved, enabling them to be used in summer.



Bobsled freight along Turnagain Arm, 1916

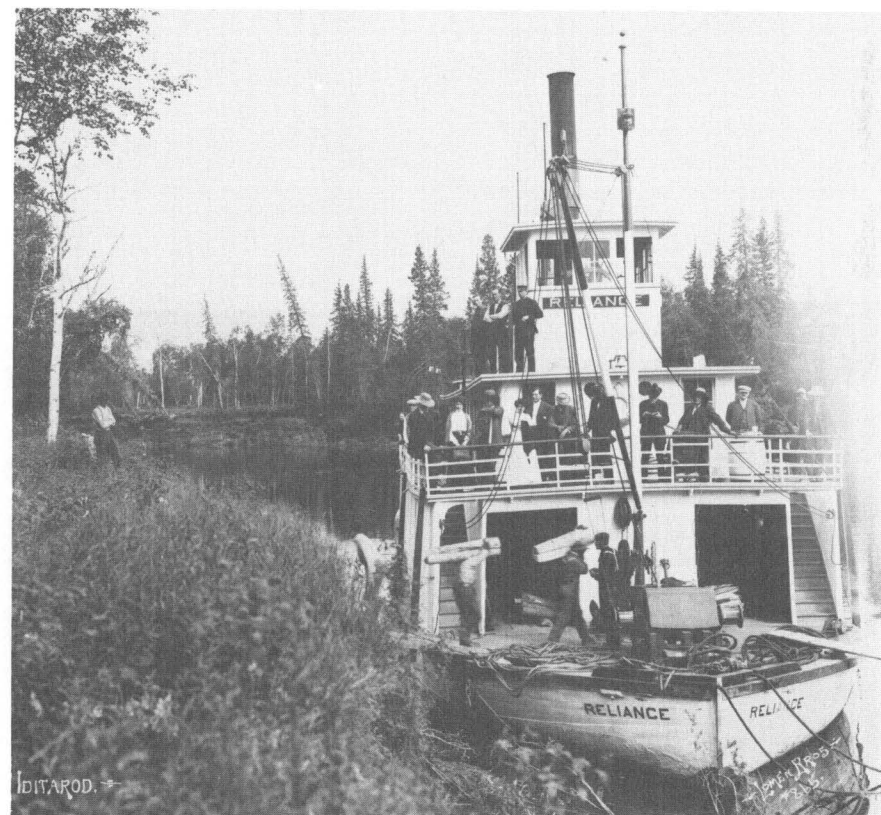
PAYSTREAK EXPRESS
AND
PASSENGER SERVICE
One trip Each Week from Anchorage to Seward and Return.
Office: Paystreak block, Fifth and D Street.
WM. PERKINS CO., Proprietors.

Most travelers on the Iditarod Trail did not go from trailhead to trailhead--Seward to Nome--as they did on the other trails of settlement in the American West. Instead, they mushed from the ice-free harbor of Seward to the various mining districts or used the trail segments while traveling between mining camps and trade centers.

An assortment of travelers used the trail. The majority were prospectors, trappers, or Natives who traveled--often without dogs or with one or two to help pull a sledload of supplies--to isolated cabins. A surprising number walked along the trail. The hero of the trail, however, was the dogsled team and driver.

These noteworthies earned nicknames befitting the men who raced along the trail carrying fresh eggs or oranges, mail or express, or shipments of gold--Frank Tondreau, known from Belfast to Point Barrow as the Malemute Kid; the famous racer John "Iron Man" Johnson and his indefatigable Siberians; Captain Ulysses Grant Norton, the tireless trojan of the trails; the Eskimo, Split-the-Wind; and the wandering Japanese, Jujira Wada. All were welcomed in the camps and became often interviewed celebrities.

One such person and event glorified in the press was Bob Griffis and his annual Iditarod gold train. Griffis, who had once driven stages during the Black Hills rush in the Dakotas, ran the mail from Unalakleet to Nome for a decade before the Miners and Merchants Bank of Iditarod acquired his services. In November 1910, he started from Iditarod for Seward with a quarter million dollars worth of gold lashed to his dogsled. The scene was set for a spectacular robbery, but the 63-year-old Griffis knew that the Alaskan winter was deterrent enough to robbers. Thirty-seven days later, his three teams and their guards arrived unscathed in Seward. Until World War I, Griffis protected the Iditarod gold trains carrying up to one million dollars worth of gold on their annual trek to Seward. It is to his credit that the gold was never stolen. (Not until



Steamboat Reliance on Iditarod River, 1911



Arrival of mail team at Nome Post Office, 1900



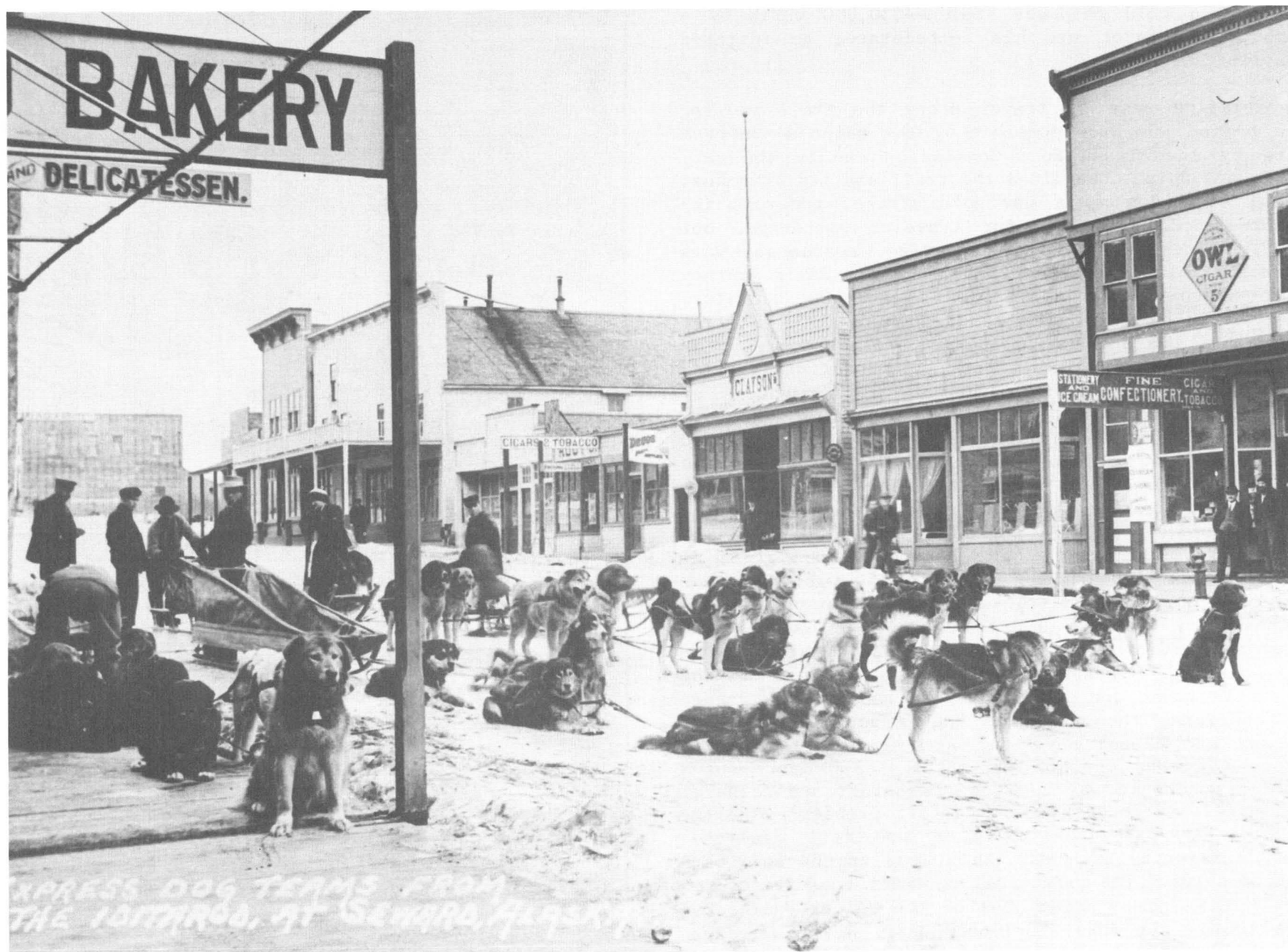
"The Musher"

1922 was a gold shipment stolen--\$30,000 worth by a roadhouse operator and his confederate, an Iditarod prostitute.)

The relative ease of travel along the trails during this period was made possible by the maintenance provided by the Alaska Road Commission and by the many roadhouses which once lined the trail and its branches. During stampedes to a new gold strike, numerous impromptu roadhouses vied for traveler patronage, but after business settled to a routine, roadhouses were naturally thinned to locations roughly a day's journey apart--approximately 20 miles. Roadhouse operators might begin business in a tent, then during the first winter build a log cabin, adding another story or an addition as business increased. Accommodations varied. Hudson Stuck stopped at a filthy, low roadhouse at Shaktoolik, where the proprietor continued his card games rather than serve patrons. Near Iditarod, he and other travelers praised the Bonanza Creek Roadhouse as the best on the trail. The fresh meat and roomy bunks were termed luxuries.

An advertisement in the Ruby Record Citizen gives an image of Cox's Roadhouse at Poorman, a better than average stop. Besides the 22- by 30-foot main roadhouse, Henry Cox had a lean-to kitchen with running water and a dining room plus an "outside white porcelain bathtub". He had a six-horse stable and an 18-dog house. A cache and ice house were nearby. To entertain patrons, the roadhouse had a pool table, card tables, and phonograph "with 40 records." The nine single beds had springs and mattresses. Henry Cox's Poorman Roadhouse was a place of comfort and leisure. Roadhouse proprietors faced economic problems once the stampede days passed and travel on the trails declined. Thus, a major mainstay was as a stop on the mail contractor's run. The first mail contract to Iditarod ran from Nulato, on a branch run of the Valdez-Fairbanks-Nome route. In 1914, "Colonel" Harry Revell received the first contract to carry the winter mail from Seward to Iditarod.





Express dog teams from Iditarod to Seward, 1910

Revell had been one of the stampeders to the Cook Inlet country in 1896. With his father-in-law, Alfred Lowell, he operated a winter mail service connecting Seward, Sunrise, Girdwood, Eklutna, Knik, and Susitna Station. With the development of the Seward-to-Nome route, he joined other Seward businessmen to boost the establishment of a mail route between the two places. Although travel between the two points was common, the mail route extended only to Iditarod. Connections with Nome were made via a short spur route from Takotna to Ruby, where the main mail run was joined. After 1918, Revell gave up the mail contract.

With the end of mail runs, roadhouses began to close. The lack of roadhouses caused residents to demand protection for winter travel. As a strong voice in the Territorial legislature during the 1910s, the representatives of the voters along the Iditarod Trail enacted legislation to aid travelers. All roadhouses were required to keep a list of travelers in order to help find the last known location of lost mushers. A territorial road commission was established to assist the Alaska Road Commission. Funds were set aside by the Territory for staking trails and building shelter cabins in order to save the lives of travelers stranded by blizzards. The legislators also dealt with restrictive mining laws, moralistic change, prohibition, and other issues of the mining camps and trade centers.

By World War I, the days of isolation were coming to an end. The activities "Outside" began to bear more and more on local events, especially the Great War. Young miners and workers enlisted and left the country, never to return. Money expected to be funneled into trails or mines went east. The slow construction of the Federal government's Alaska Railroad and its anticipated aid to growth did little to stabilize the Inland Empire's economy. Instead, many of its settlers moved to the railroad town of Anchorage.

During the 1920s, dogsled transportation was challenged by the airplane. On February 21, 1924, the first Alas-



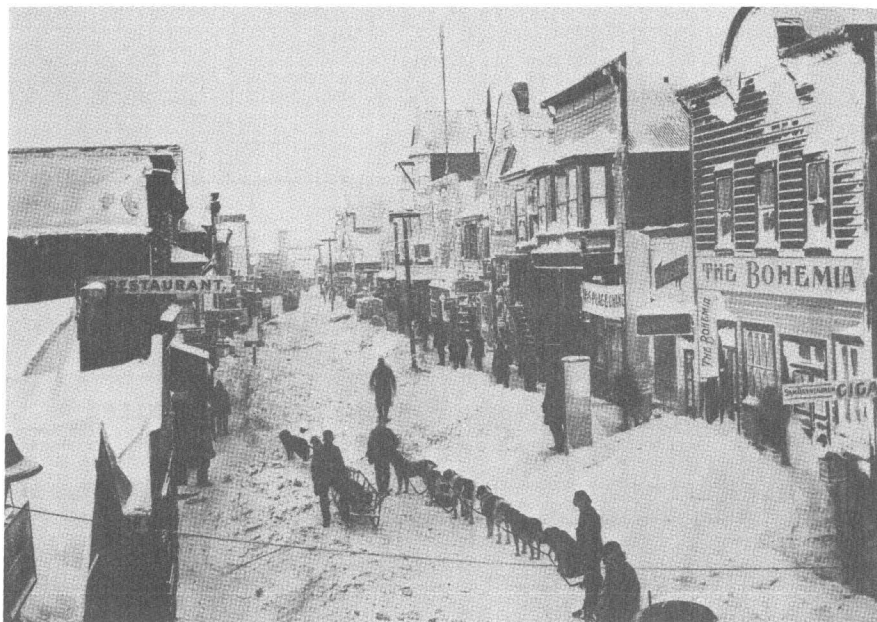
Canton's Pioneer Roadhouse, Knik

PIONEER ROAD HOUSE

F. B. CANNON, PROPRIETOR

FIRST - CLASS ACCOMMODATIONS FOR TRAVELERS
BEST BEDS AND ROOMS IN TOWN
NO BAR

KNIK, - - ALASKA



Front Street, Nome

St. Nicholas Restaurant

J. H. BABCOCK HOTEL CO. Props.

We never have time to scratch up business;
It comes of its own accord.

Est. drink and be merry.
Don't squeal but root or uie.

Meals \$1.00

BEST CUISINE IN NOME

....Today's Menu....

RELISH		
Sliced Cucumbers		Olives.
SOUP		
Rice and Tomato,		
FISH		
Boiled Salmon; Sauce Hollandaise		Potatoes Natural
BOILED		
Corned Beef and Cabbage		
ENTREES		
Chicken Livers a la Brochette		Mixed Ham on Toast
Beef a la mode		Spaghetti Italian
ROAST		
Young Turkey; Cranberry Sauce		
VEGETABLES		
Mashed Potatoes		Stewed Corn
DESSERT		
Rice Custard Pudding; Cream Sauce		Mince and Apple Pie
Jelly Roll	Cheese and Crackers	Assorted Fruit
COFFEE		

PAR EXCELLENT SERVICE

DO YOU WANT GENUINE

MOCHA AND JAVA COFFEE

Get "GOLDEN AGE"

5 and 10 lb tins ground and roasted

DELIGHTFUL FLAVOR—SUPERIOR STRENGTH

Ames Mercantile Co.



Mainstreet, Girdwood, 1915

kan airmail flew into McGrath; by the end of the decade airmail replaced the run to Nome. However, in 1925, the dog team and driver captured the attention of the Nation for a final episode. A feared epidemic of diphtheria caught the town of Nome without enough serum to inoculate the community. A wire for help went out, but plans to send an airplane from Fairbanks were thwarted by weather. It was decided to use a relay of dog teams from Nenana on the Alaska Railroad, down the Yukon River Trail to the Iditarod Trail, and into Nome. Twenty mushers carried the serum the 674 miles in 127½ hours. The mushers became heroes. President Coolidge sent medals, and Balto, the dog leading the last team into Nome, was used as a model for statues of dogs in places as distant as New York City's Central Park. The Iditarod Trail and dogsledding, along with Alaska's gold rush frontier era had gone out with a flash.

OVERLAND EXPRESS AND PASSENGER SERVICE	
Between Anchorage and All Points on the Seward-Iditarod Trail.	
Twice a Week From Anchorage Once a Week From Seward.	
Express Rates—Anchorage to Seward, 25 cents the pound Passenger Rates—Anchorage to Seward, \$25	
E. J. WARNER, Anchorage Agent, Corner F and Fourth st.	H. E. REYELL, Mail Contractor

*“When in Flat City there’s a good place to dwell.
It is known by all as the Grand hotel;
From kitchen to garret, it is clean and neat,
And the tables are loaded with good things to eat.”*

*THE GRAND HOTEL
Iditarod Nugget
June 28, 1913*

III. REGIONAL PROFILE



FLAT CITY, ALASKA - AUG-1-1911

Regional Profile

A. Seward to Rainy Pass

PHYSICAL PROFILE

More change has occurred on the historic routes between Seward and the Alaska Range over the last 70 years than on any other portion of the historic Trail System. Now approximately 300 miles of the 700 miles of primary and connecting trails are paved or covered with railroad and State highway rights-of-way. There are nearly 50 miles of developed recreation trails, while the remainder of the trails are suitable for winter-use only or are abandoned trails which are difficult to follow.

From sea level at Seward, the trails follow various narrow valleys through the Kenai and Chugach Mountains to Knik Arm. Topographic relief is varied, with Crow Pass and Indian Pass reaching 3,500 and 2,300 feet, respectively. From sea level at Knik, the Trail again begins a slow climb across the Susitna River valley, the Skwentna and Happy River to Rainy Pass (at approximately 3,350 feet) in the Alaska Range, where surrounding peaks are over 5,000 feet. In these mountainous areas, avalanche danger threatens contemporary travelers as it did historic travelers.

Vegetation types vary from the coastal western hemlock-Sitka spruce forest communities of the Kenai Peninsula to the alpine-tundra and barren-ground communities of the Chugach Mountains and Alaska Range. From Knik Arm north, the transition from lowland spruce-hardwood forests to bottomland spruce-poplar forests is as subtle as the elevation gain. Sitka spruce is commercially harvested adjacent to the Trail in the Seward area.

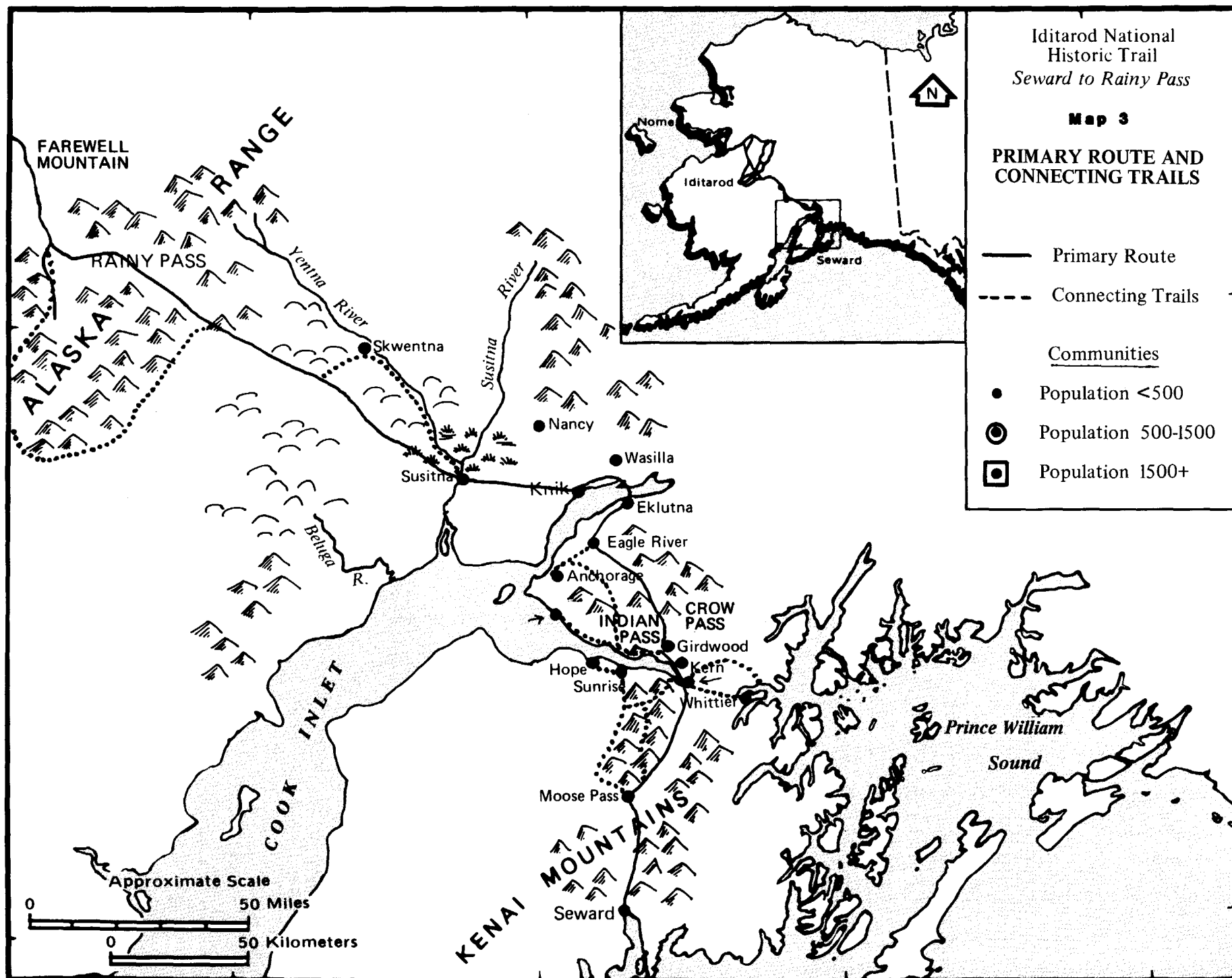
Soils in the Cook Inlet and Susitna River Valley are generally well drained, strongly acid silt-loams, while extremely shallow and rocky soils are found in the Chugach Mountains and Alaska Range. Patches of poorly drained soils occur in the Susitna River Valley. Wildlife common to the area south of the Alaska Range are moose, caribou, black bear, brown-grizzly bear, lynx, beaver, land otter, marten, muskrat, northern bald eagles, and waterfowl of all types. Fish species include salmon, steelhead, Dolly Varden trout, arctic grayling, and lake trout.

Major climatic zones--the Maritime, Transition, and Continental--provide varied weather conditions in the Iditarod Trail System between Seward and Nome.

Whittier, falling into the Maritime Climatic Zone, has weather typical of a thin band along the Gulf of Alaska: heavy precipitation (175 inches, including 140 inches of snow), cool summers (45°F to 63°F), and mild winters (26°F to 30°F).

A small cell of the Continental Climatic Zone is situated in the central portion of the Kenai Peninsula. For example, Cooper Landing is characterized by light precipitation (30 inches, including 76 inches of snow), cool summers (42°F to 65°F), and mild winters (11°F to 42°F). Extremes of -25°F to 84°F have been recorded.

The major portion of the Trail System falls in the Transitional Climatic Zone. Near Rainy Pass at the Puntilla Lake station, precipitation is light (14 inches, including 86 inches of snow); summer temperatures are cool (37°F to 63°F), and winter temperatures are extreme -7°F to 34°F. Extreme temperatures of -47°F and 86°F have been recorded. Transition Zone







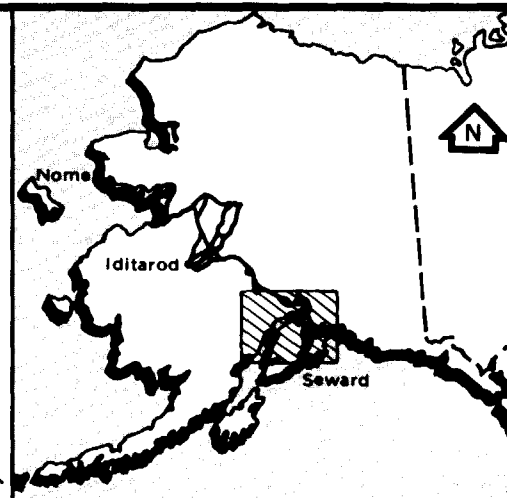
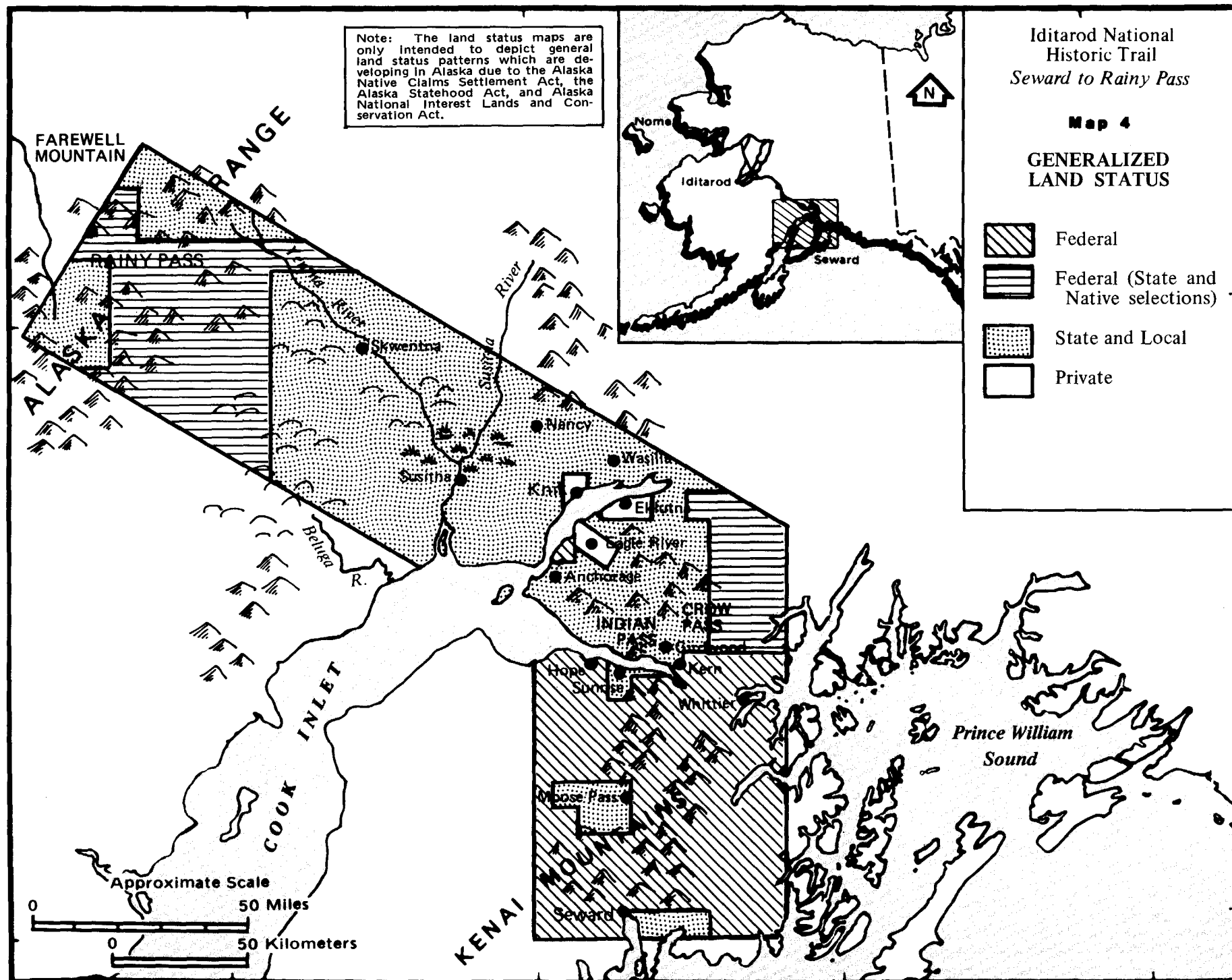
Note: The land status maps are only intended to depict general land status patterns which are developing in Alaska due to the Alaska Native Claims Settlement Act, the Alaska Statehood Act, and Alaska National Interest Lands and Conservation Act.

Iditarod National Historic Trail Seward to Rainy Pass

Map 4

GENERALIZED LAND STATUS

-  Federal
-  Federal (State and Native selections)
-  State and Local
-  Private



Approximate Scale

0 50 Miles

0 50 Kilometers

TABLE 1
COMMUNITY PROFILES
SEWARD TO RAINY PASS

COMMUNITY PROFILES SEWARD TO RAINY PASS					SERVICES					ACCESS						
COMMUNITY	POPULATION (1980 Census)	GOVERNMENT	NATIVE ORGANIZATIONS			Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy.	AK Railroad	AK Hwy. System	Jet Service	Scheduled Prop	Barge
			Regional Corporation	Non-Profit	Village Corporation											
Seward	1,843	Home Rule City	Chugach Natives Incorporated	North Pacific Rim Native Corporation	X	X	X	X	X	X	X ¹	X	-	X	X	
Moose Pass	* ²	Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.	X	X	-	-	-	-	X	X	-	-	-	
Hope	* ²	Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.	X	-	-	-	-	-	-	X	-	-	-	
Whittier	198	2nd class city	Cook Inlet Region	Cook Inlet Native Assoc.	X	X	X	X	-	X	X	-	-	-	-	
Portage	* ²	Municipality of Anchorage	Cook Inlet Region	Cook Inlet Native Assoc.	-	X	X	-	-	-	X	X	-	-	-	
Girdwood	144	Municipality of Anchorage	Cook Inlet Region	Cook Inlet Native Assoc.	X	-	X	-	-	-	X	X	-	-	-	
Anchorage	173,017	Home Rule Municipality	Cook Inlet Region	Cook Inlet Native Assoc.	X	X	X	X	X	-	X	X	X	X	X	
Eagle River	* ²	Municipality of Anchorage	Cook Inlet Region	Cook Inlet Native Assoc.	Eklutna, Inc.	X	X	-	X	-	-	X	X	-	-	-
Eklutna	* ²	Traditional	Cook Inlet Region	Cook Inlet Native Assoc.	Eklutna, Inc.	-	X	-	-	-	-	X	X	-	-	-
Wasilla	1559	2nd class city	Cook Inlet Region	Cook Inlet Native Assoc.		X	X	X	X	-	-	X	X	-	-	-
Knik	* ²	Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.	Knikatnu, Inc.	-	-	-	-	-	-	-	X	-	-	-
Susitna	* ²	Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.		-	-	-	-	-	-	-	-	-	-	-
Skwentna	* ²	Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.		-	-	-	-	-	-	-	-	-	-	-

¹Non-passenger

²No information available

NOTE: 1980 Census Data Source: US Department of Commerce Publication PHC80V-3, March 1981

stations at Skwentna, Wasilla, Anchorage, and Seward record similar weather statistics.

As in the gold rush days, climatic conditions are always a vital consideration in planning travel along many portions of the Iditarod Trail. Extreme temperatures and winds, and heavy snowfall with extreme avalanche danger will threaten the lives of unwary travelers.

SOCIOECONOMIC PROFILE

The communities of the Iditarod Trail System south of the Alaska Range have changed more than those north of Rainy Pass. Anchorage, nonexistent in 1910, today boasts a population of nearly 200,000. As the largest city in Alaska, it is the regional trade/transportation and service center.* Substantial amounts of land have been developed for transportation, commercial, residential, and to a lesser extent, agricultural purposes.

All communities within this portion of the Iditarod System are linked by ground transportation. The Alaska Railroad, the Alaska Highway System, the Alaska Marine Highway, and an international airport connect this portion of the Iditarod Trail with interstate points.

Table 1 summarizes community population, government, services, and access information for this region.

GENERAL LAND STATUS

The large tracts of land on the Trail System south of Rainy Pass presently have several land managers.

*The importance of Anchorage today tends to alter the contemporary perception of the historic Iditarod. Anchorage was not a major destination or supply point during the 1880-1920 period.

Although selected by the State of Alaska as a portion of its entitlement under the Alaska Statehood Act, most of the trail between Rainy Pass and Finger Lake is presently managed as public lands by the Bureau of Land Management. The remainder of the Trail south of Finger Lake is managed by the State of Alaska, the Matanuska-Susitna Borough, the Municipality of Anchorage, the Alaska Railroad, the U.S. Army, and the U.S. Forest Service. Several miles of it are in private ownership. Only those portions of Trail situated on federally managed land are presently in the National Trail System. The management program (Section V) will discuss which non-Federal portions of the Trail System are recommended for active management and for inclusion into the National Trail System.

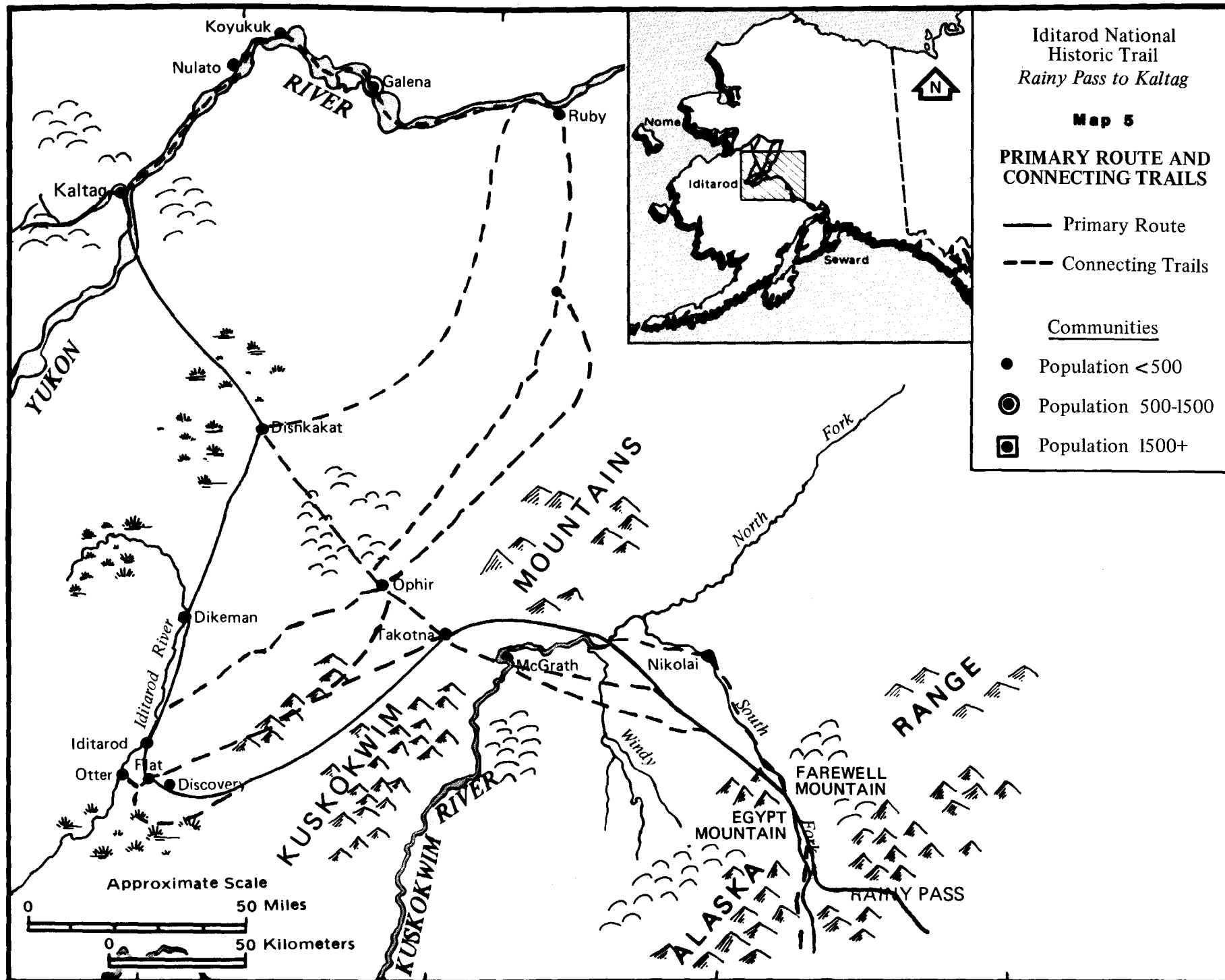
B. Rainy Pass to Kaltag

PHYSICAL PROFILE

Branching off the Alaska Road Commission Trail originally surveyed by Goodwin in the winter of 1908-09, a trail system developed connecting the villages and mining camps of the Kuskokwim, Innoko, and Yukon River. Remaining today are trails still used each winter, summer roads, and abandoned sections of trail which have probably not been used in 40 years. Along the almost 1,200 miles between Rainy Pass and Kaltag, no railroads, paved highways, or maintained recreation trails have been constructed. (See Map 6.)

The Trail System between Rainy Pass and Kaltag leaves the 3,350-foot level of the Alaska Range and descends for more than 3,000 feet into the Kuskokwim River Valley to McGrath, then crosses the Kuskokwim Mountains (over several routes) into the Yukon River drainage. All routes meet at the village of Kaltag (elevation 200 feet) on the Yukon River.

The predominant vegetation type through which this section of the Iditarod Trail passes is the spruce-hardwood forest of the Kuskokwim and Innoko Flats and



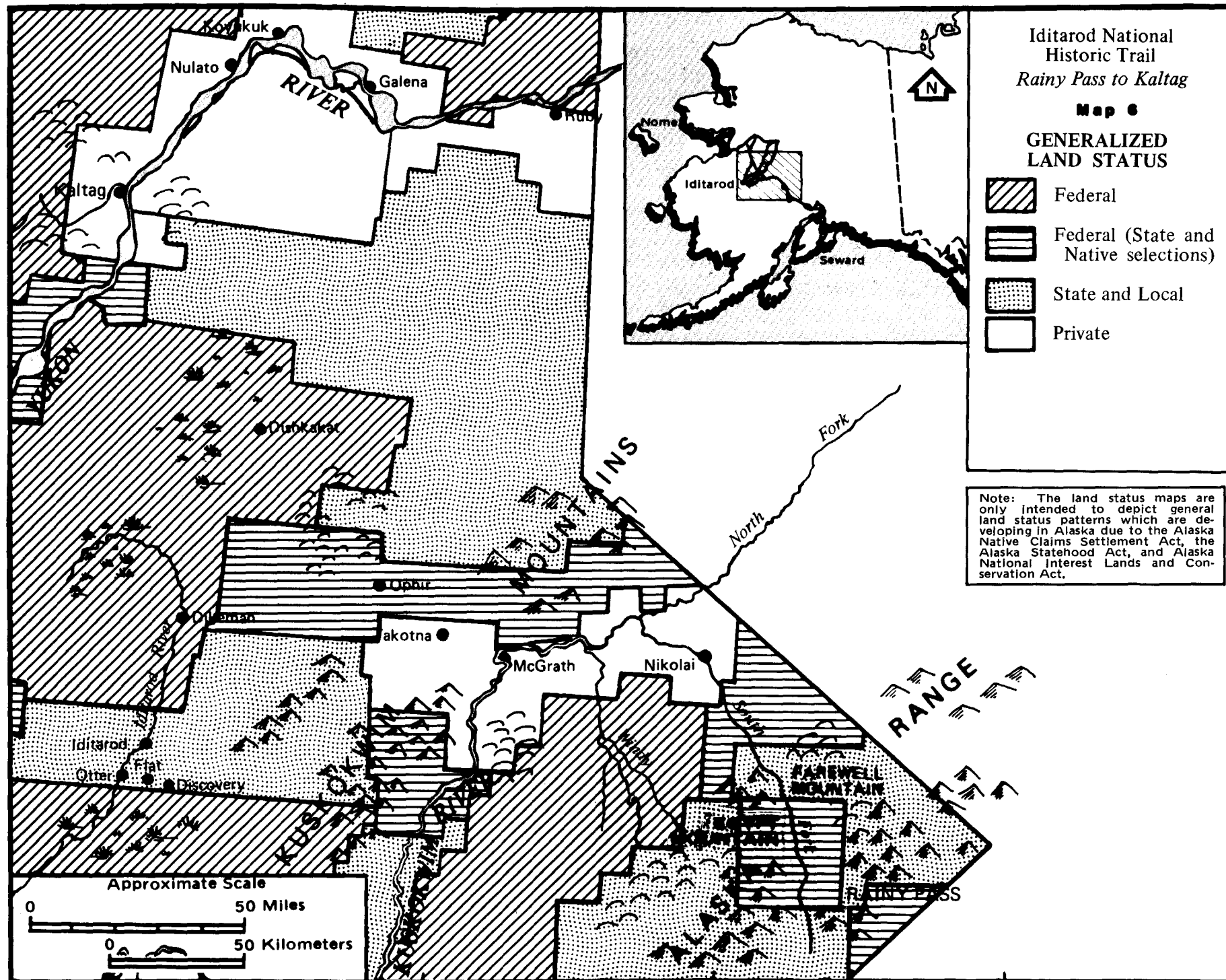


TABLE 2
COMMUNITY PROFILES
RAINY PASS TO KALTAG

COMMUNITY PROFILES RAINY PASS TO KALTAG						SERVICES					ACCESS					
COMMUNITY	POPULATION	GOVERNMENT	NATIVE ORGANIZATIONS			Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy	AK Railroad	AK Hwy. System	Jet Service	Scheduled Prop	Barge
(1980 Census)			Regional Corporation	Non-Profit	Village Corporation											
Farewell	* ⁴	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference	N/A	-	-	-	X	-	-	-	-	-	-	-
Nicolai	91	2nd class city ³	MTNT, Ltd.	Tanana Chiefs Conference	N/A	X	X	-	X	-	-	-	-	-	X	-
McGrath	355	2nd class city	MTNT, Ltd.	Tanana Chiefs Conference	Chamai, Inc.	X	X	X	X	-	-	-	-	X	X	X
Takotna	* ⁴	Unincorporated	MTNT, Ltd.	Tanana Chiefs Conference	Gold Creek, Ltd.	X	-	X	X	-	-	-	X ²	-	X	-
Ophir	* ⁴	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference	N/A	-	-	-	-	-	-	-	X ²	-	-	-
Moore Creek	* ⁴	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference	N/A	-	-	-	-	-	-	-	-	-	-	-
Flat	* ⁴	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference	N/A	-	-	-	-	-	-	-	-	-	-	-
Poorman	* ⁴	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference	N/A	-	-	-	-	-	-	-	X ³	-	-	-
Ruby	197	2nd class city	Doyon, Ltd.	Tanana Chiefs Conference	N/A	X	X	X	X	-	-	-	X ³	-	X	X
Galena	765	1st class city	Doyon, Ltd.	Tanana Chiefs Conference	Gana-a'yoo Ltd.	X	X	X	X	-	-	-	-	X	X	X
Koyukuk	98	2nd class city	Doyon, Ltd.	Tanana Chiefs Conference	Gana-a'yoo Ltd.	X	X	-	X	-	-	-	-	-	X	X
Nulato	350	2nd class city	Doyon, Ltd.	Tanana Chiefs Conference	Gana-a'yoo Ltd.	X	X	-	X	-	-	-	-	-	X	X

²Takotna to Ophir

³Poorman to Ruby Road

⁴Information not available

NOTE: 1980 Census Data Source: US Department of Commerce Publication PHC80V-3, March 1981.

surrounding mountainous areas. Bottomland spruce-poplar forest communities dominate the major river valleys of the Yukon, Kuskokwim, Iditarod, and Innoko rivers. Alpine-tundra and barren-ground communities are scattered throughout this large area, with large communities located near the Iditarod Loop of the Trail and the Alaska Range. The major low-brush bog community is located in the lowlands between Kaiyuh Mountains and the Yukon River. Other small low-brush bog communities are located near the Yukon River, Iditarod River, and Takotna River.

Wildlife species are diverse in the interior portion of the Iditarod Trail System: caribou, hare, lynx, moose, black bear, wolverine, wolf, brown-grizzly bear, beaver, Dall sheep, marten, land otter, bald eagle, golden eagle, osprey, peregrine falcon, muskrat, weasel, and mink.

Important waterfowl areas are located in the Innoko and Kuskokwim valleys. Sport fish species in various areas include grayling, northern pike, and several species of salmon.

The entire Trail System between Rainy Pass and Kaltag falls into the Continental Climatic Zone. Generally, weather conditions are characterized by extreme temperatures both winter and summer, light precipitation, and often light surface winds.

At Flat, summer temperatures average 37°F to 68°F with an extreme of 90°F recorded. Winter temperatures range from -11°F to 20°F, with a low of -61°F on record. Precipitation averages 18 inches, including 56 inches of snow. The towns of McGrath, Ruby, Galena, and Nulato experience similar weather conditions.

SOCIOECONOMIC PROFILE

The Iditarod Trail in Alaska's interior has fewer communities along the route now than it did at the height of the Iditarod and Ruby gold strikes. The population

is concentrated in the villages along the Yukon River between Ruby and Kaltag with Galena being the transportation and trade center in the area. McGrath serves as the population/trade center between the Yukon and Rainy Pass on the Kuskokwim River. Athabascan Indians make up the majority population of communities in this portion of the Trail System.

Besides employment relating to trade, transportation, and service in McGrath and Galena and the U. S. Air Force Base in Galena, the people living in villages and camps along the route are engaged in seasonal and/or subsistence activities. Mining is a significant economic base for the area, with active mines around Ganes Creek, Moore Creek, Flat, Poorman, and Ophir.

Transportation between villages is chiefly by light plane. Galena and McGrath are connected to Anchorage by commercial airlines. The State maintains roads between Poorman and Ruby, and between Takotna and Ophir. Riverboats, snowmachines, dog teams, and all-terrain vehicles transport equipment and people between villages, subsistence areas, and mining camps.

Due to the extreme weather conditions and lack of support facilities away from communities, the Trail System does not attract many visiting recreationists. During the fall, some big game hunting is based out of the Yukon River villages and the McGrath area. Each March, the Iditarod Sled Dog Race attracts mushers, tourists, and support personnel, who utilize portions of the historic route. Recreational use of the Trail System is concentrated around villages by local residents during the winter months.

GENERAL LAND STATUS

The State of Alaska is, or soon will be, the major landowner of the Trail System between Rainy Pass and the Yukon River. The State will manage major blocks of land around the Alaska Range, Iditarod Loop, and be-

tween McGrath and the Yukon River. The State also manages the 143 miles of the Yukon River between Ruby and Kaltag.

The Innoko Wildlife Refuge is crossed by portions of the Trail System in the Innoko Flats.

Various portions of the historic route cross Doyon Regional Corporation lands, Native village lands of McGrath, Takotna, and Kaltag, and individual Native allotment lands.

Federal easements generally follow all sections of the historic Trail across Native lands except for small portions through Kaltag Village, McGrath Village, and Doyon Regional Corporation lands. These easements are for access only and are not intended for camping or other recreational purposes.

Map 6 displays the general land status between Rainy Pass and Kaltag.

C. Kaltag to Nome

PHYSICAL PROFILE

The travel routes between the Yukon River and the villages bordering Norton Sound (shown on Map 8) have changed little since the gold rush era. Of the almost 400 miles of Trail included or eligible for inclusion in the National Trail System, 33 miles are a State-maintained road between Nome and Solomon, and the remainder are winter trails which follow the beaches and cross Norton Bay. No developed recreation trails have been established between Kaltag and Nome. The winter trail tread is quite evident in all seasons along much of the Kaltag portage, while portions of the Trail that cross tundra areas are undetectable during the summer months. Various segments of the Trail are visible at scattered intervals along the Kaltag-to-Nome segment.

The route leaves the 200-foot elevation in the Yukon River basin at Kaltag and follows the low, broad Unalakleet River Valley, reaching an elevation of 600 feet in the vicinity of Twenty-Two Mile Cabin as it passes through the Kaltag Mountains with peaks averaging 2,000 to 3,000 feet.

From Unalakleet, the Trail generally stays at or near sea level as it skirts Norton Sound along tidewater lagoons, spits, and barrier beaches. The winter trail actually crosses Norton Bay when sea ice will support such travel. The portion of the Trail System that leaves barren beaches reaches a maximum elevation of 300 feet near the village of White Mountain.

Vegetation types range from the upland spruce-hardwood communities of the Yukon and Unalakleet River valleys to the various tundra and beach communities bordering Norton Sound.

Wildlife species common to the area include: brown-grizzly bear, red fox, moose, arctic fox, land otter, marten, hare, musk-ox, caribou, beaver, lynx and walrus.

Important waterfowl nesting areas are located along the shores of Norton Sound. Grayling, arctic char, northern pike, and several species of salmon are found in the Unalakleet River and other creeks and streams along Norton Sound.

Passing from Kaltag to Nome, a traveler will leave the Continental Climatic Zone and enter the Transitional Climatic Zone. In general, coastal summer weather temperatures will be less extreme, but precipitation will be about the same as for the interior region. At Moses Point precipitation averages 19 inches, including 82 inches of snow. Winter temperatures range from -6°F to 9°F while summer temperatures range from 42°F to 61°F. Extreme temperatures of -49°F to 87°F have been recorded.

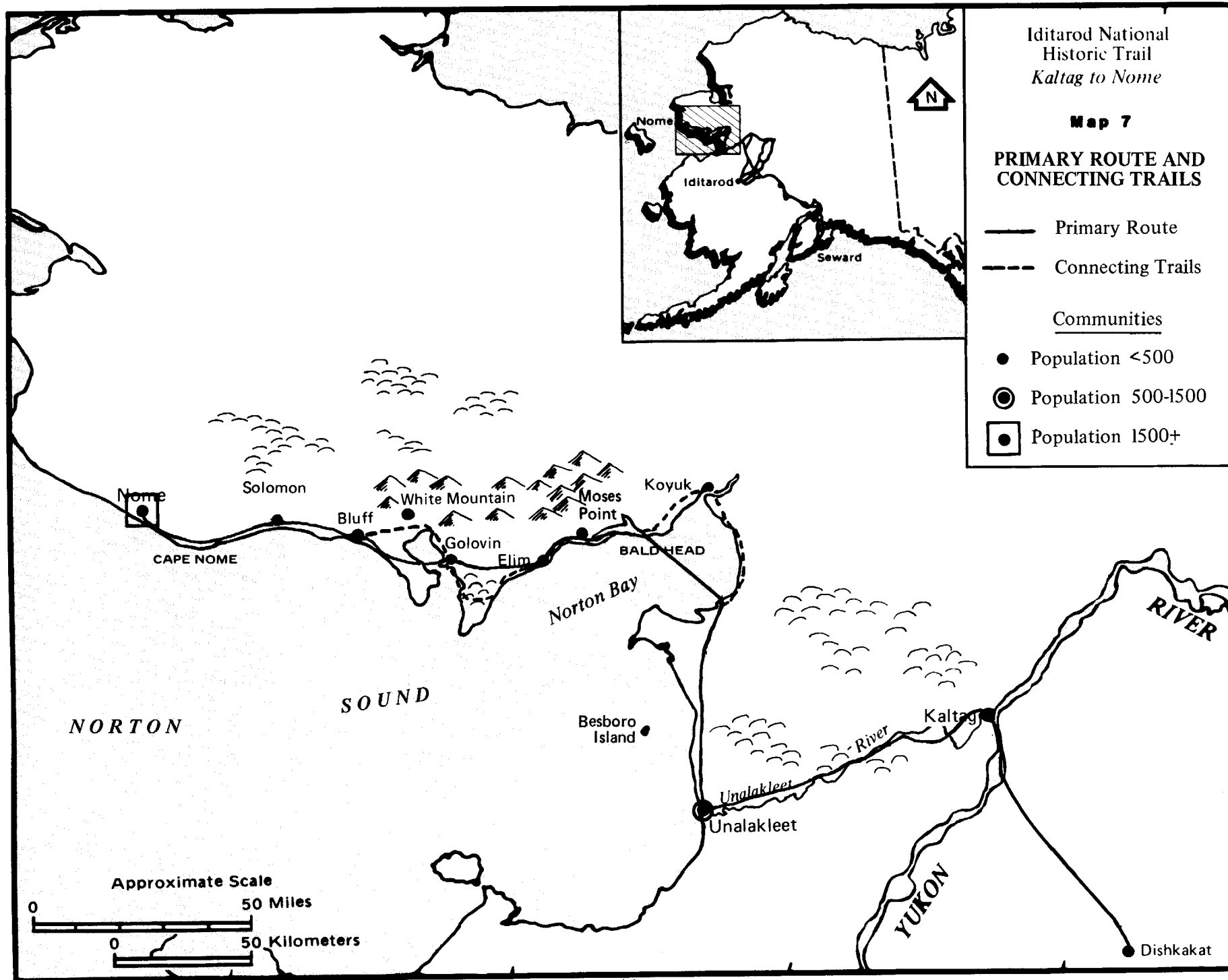
TABLE 3

COMMUNITY PROFILES
KALTAG TO NOME

COMMUNITY PROFILES KALTAG TO NOME						SERVICES					ACCESS					
						Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy.	AK Railroad	AK Hwy. System	Jet Service	Scheduled Prop	Barge
COMMUNITY	POPULATION	GOVERNMENT	NATIVE ORGANIZATIONS													
	(1980 Census)		Regional Corporation	Non-Profit	Village Corporation											
Kaltag	247	2nd class city	Doyon, Ltd.	Tanana Chiefs Conference	Gana-a'yoo Ltd.	X	X	-	X	-	-	-	-	-	X	X
Unalakleet	623	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Unalakleet Native Corp.	X	X	X	X	-	-	-	-	X	X	X
Shaktoolik	164	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Shaktoolik Native Corp.	X	X	-	X	-	-	-	-	-	X	X
Koyuk	188	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Koyuk Native Corp.	X	X	-	X	-	-	-	-	-	X	X
Elim	211	2nd class city	Elim Native Corporation	Kawerak, Inc.	Elim Native Corporation	X	X	-	X	-	-	-	-	-	X	X
Golovin	87	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Golovin Native Corp.	X	X	-	X	-	-	-	-	-	X	X
White Mountain	125	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	White Mountain	X	X	-	X	-	-	-	-	-	X	X
Council	11	None	Bering Straits	Kawerak, Inc.	Council Native Corporation	-	X	-	X	-	-	-	X ¹	-	X	-
Solomon	4	None	Bering Straits Native Corp.	Kawerak, Inc.	Solomon Native Corp.	-	-	-	X	-	-	-	X ¹	-	-	-
Nome	2,301	1st class city	Bering Straits	Kawerak, Inc.	Sitnasuak	X	X	X	X	X	-	-	X ¹	X	X	X

¹ Nome to Council Rd.

NOTE: Official 1980 Census Data Source: Department of Commerce Publication PHC80V-3, March 1981







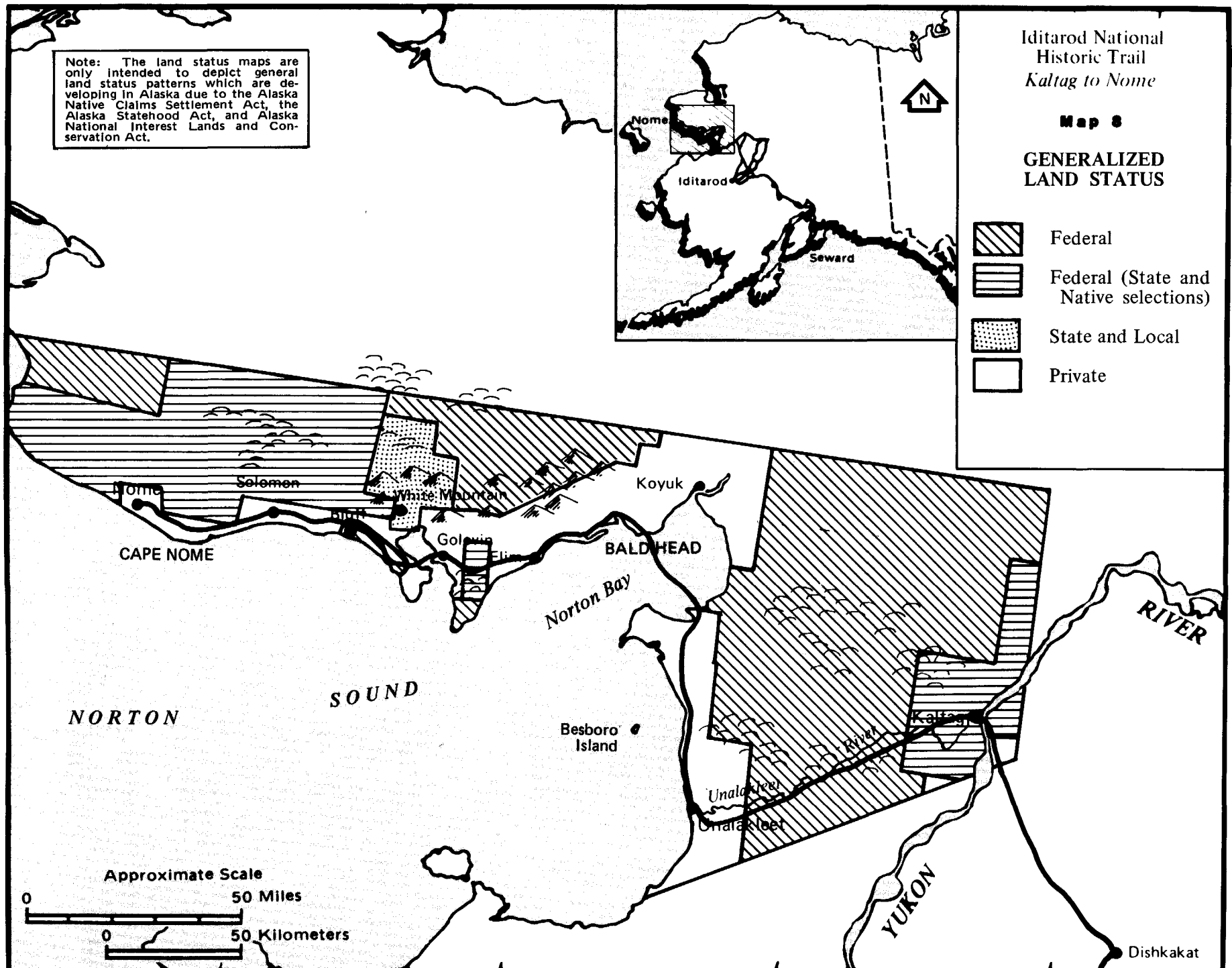
Note: The land status maps are only intended to depict general land status patterns which are developing in Alaska due to the Alaska Native Claims Settlement Act, the Alaska Statehood Act, and Alaska National Interest Lands and Conservation Act.

Iditarod National
Historic Trail
Kaltag to Nome

Map 8

GENERALIZED
LAND STATUS

-  Federal
-  Federal (State and Native selections)
-  State and Local
-  Private



SOCIOECONOMIC PROFILE

This portion of the Iditarod Trail crosses the boundary between Indian and Eskimo cultures. Athabascan Indians inhabit the Yukon River village of Kaltag, while people of Eskimo descent make up a majority of the population of the villages along the route between Unalakleet and Nome.

Nome has remained the largest community in this area since the gold rush boom. It serves as the trade, transportation, and service center for the villages of the Norton Sound area. Table 3 displays the community profile information for villages between Kaltag and Nome.

Besides employment relating to trade, transportation, and service in Nome, people living in Nome and other villages on the route to Kaltag are engaged in seasonal employment such as reindeer herding, commercial fishing and fish processing, and firefighting. Mining for precious metals is still the most important economic activity of the Seward Peninsula.

Subsistence activities within the area include trapping, fishing, firewood gathering, and berrypicking.

Transportation between villages during winter is by light plane, snowmachine, and dog team. Boats or small planes are used during the summer. Only Nome and Unalakleet are connected to Anchorage by commercial airliner. Other villages are connected by regularly scheduled mail planes. The villages of Council, Solomon, and Nome are connected by a State-maintained road system.

GENERAL LAND STATUS

Native regional and village corporations have selected most of the land along the route between the Yukon River and Nome. Federal easements protect public use of the historic route except for approximately 15 miles

in the villages of Elim, Shaktoolik, and White Mountain. The Federal government manages the Trail route between Kaltag and Unalakleet through Federal easements and 44LD514 withdrawals. The Trail also crosses U. S. Fish and Wildlife Service withdrawals for the Alaska Marine National Wildlife Refuge. The State of Alaska manages the historic route between Solomon and Nome along the State-maintained road. Map 9 displays the general land status between Kaltag and Nome. Federal easements provide the traveler with "access only" and with camping only in specified locations.

The original Whaleback cabin on the Unalakleet River photographed in 1976 was lost to history in 1977 when severe erosion of the river bank undermined the structure and it was washed down river.



IV. SIGNIFICANT SITES AND SEGMENTS

Significant Sites and Segments

In this section, the significant sites and segments of the Iditarod National Historic Trail are identified and recommendations are made for their protection as mandated in the National Trails System Act, as amended in 1978:

"National historic trails shall have, as their purpose, the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment." (Section 3(c) National Trails System Act, as amended November 10, 1978.)

"Identification of specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved (along with high potential historic sites and high potential route segments...)." [Section 5 (f)(1), 5(e)(1), National Trails System Act, as amended November 10, 1978.]

"...to identify and locate connecting or side trails." [Section 3(d), National Trails System Act]

The Webster's New International Dictionary, 2nd edition, defines a trail as:

"A track worn by passage through a wilderness or wild region, a beaten path, a blazed or otherwise marked path through a forest or mountainous region."

The Iditarod Trail remains classic by that definition.

It is an often changing system that connected the two ports of Seward and Nome with the gold fields of the Iditarod-Flat area.

The inventory of the Iditarod Trail focuses upon the sites and segments that supported the evolution of the Trail System and/or the act of traveling on the Trail and has defined for the first time the Iditarod National Historic Trail System and the historic, cultural, natural, and recreational resources along it.

The information is presented in inventory form and will serve as a basis in all future trail management actions. Files have been assembled on all of the sites along the Trail and include photographs, locational data, descriptions of structures and their conditions, and historic/bibliographic data. The files are stored at the Anchorage Historic and Fine Arts Museum in Anchorage until the official trail office recommended by this management plan is established.

A three-step procedure was used to gather information on sites, structures, and segments for the preparation of this management plan: 1) identification and designation of the primary trail and significant connecting trails; 2) historic (gold rush era), cultural (pre-gold rush era); natural, and recreational resource inventory; 3) establishing priority levels of management for segments and sites.

A. Identification of Significant Segments

The Iditarod National Historic Trail System has developed as a result of many varied and continued uses, beginning with the Eskimo and Athabaskan peoples, early Russian and American settlers, and the gold rush stam-

TABLE 4

THE PRIMARY ROUTE

	<u>Miles</u>
SEWARD TO RAINY PASS	
Seward to Moose Pass	30
Moose Pass to Portage	36
Portage to Girdwood	10
Girdwood to Eagle River (Crow Pass)	42
Eagle River to Knik	29
Knik to Susitna River	28
Susitna River to Old Skwentna	38
Old Skwentna to Rainy Pass	70
RAINY PASS TO KALTAG	
Rainy Pass to Farewell Lake	35
Farewell Lake to Big River RH	56
Big River RH to Takotna (ARC Trail)	37
Takotna to Flat	80
Flat to Iditarod	8
Iditarod to Dikeman	30
Dikeman to Dishkaket	50
Dishkakak to Kaltag	66
KALTAG TO NOME	
Kaltag to Unalakleet	81
Unalakleet to Ungalik	52
Ungalik to Baldhead	24
Baldhead to Moses Point	18
Moses Point to Walla Walla	18
Walla Walla to Golovin	20
Golovin to Chiukak	12
Chiukak to Solomon	35
Solomon to Nome	33
TOTAL - PRIMARY ROUTE	<u>938 Miles</u>

CONNECTING TRAILS
TO
THE PRIMARY ROUTE

	<u>Miles</u>
SEWARD TO RAINY PASS	
Moose Pass Military Road (Canyon Creek Trail)	27
Johnson Pass/Sunrise/Hope Military Road	41
Granite/Ingram Creek Trail	13
Portage Pass Route	13
Potter Trail (Johnson Trail)	28
Billings Creek/Glacier River Trail	18
Girdwood to Ship Creek (Indian Pass)	37
Anchorage to Eagle River	12
Susitna Station to Old Skwentna (Yentna River)	45
Ptarmigan Pass	75
RAINY PASS TO KALTAG	
Pitka Fork Loop to McGrath	45
Salmon River to McGrath	33
Farewell Lake to Nikolai (via S.F. Kuskokwim)	45
Nikolai to McGrath	42
McGrath to Takotna	17
Takotna to Ophir	18
Iditarod to Ophir (Ganes Creek) Summer Trail	72
Iditarod to Takotna Summer Trail	32
Otter to Flat	8
Willow Creek Loop	24
Ophir to Dikeman Cut Off (Hunter Trail)	56
Ophir to Dishkaket	55
Ophir to Poorman Winter Trail	82
Ophir to Poorman Summer Trail	87
Poorman to Ruby	58
Ruby to Kaltag (Yukon River)	143
Dishkaket to Lewis Landing	108
KALTAG TO NOME	
Ungalik to Baldhead (via Koyuk)	48
Portage Roadhouse Trail	17
Golovin to Bluff	27
TOTAL - CONNECTING TRAILS	<u>1326 Miles</u>

peders. As a result, a trail system evolved that developed simultaneously from two ocean ends, toward a middle, rather than in the east-to-west direction typified by the Oregon, Lewis and Clark, and the Mormon Trails.

Prior to 1908 and the development of gold mining in the Ophir area, many trail segments of the Iditarod Trail were already established, with the cities of Seward and Nome serving as the primary commercial centers at each end of the trail.

The development of mining and commercial activities in the Innoko and Kuskokwim areas of Alaska, along with the severity of the winters and the impossibility of river and ocean travel in the winter months, emphasized the need for an overland winter trail that would for the first time connect Nome on the frozen Bering Sea to the ice-free port of Seward on the Pacific Ocean.

Following a 1908-reconnaissance by W. L. Goodwin of the Alaska Road Commission (ARC), \$50,000 was appropriated to survey and create the Seward-to-Nome winter trail. During the same period, the third largest and last placer gold rush in Alaska occurred in the Iditarod Mining District. Thus, the Seward-to-Nome trail, as surveyed by Goodwin in 1910, will serve as the official primary route of the Iditarod National Historic Trail.

It must be noted that while written excerpts of Goodwin's survey exist, describing in detail point-to-point location, the original survey notes have not been located. The primary trail has been reconstructed based upon written excerpts from Goodwin's survey, survey maps of the Alaska Central and Northern Railroads, period maps, visual inspections, and through oral interviews with residents along or knowledgeable of the trail.

The designated primary route runs from Seward north along the Alaska Railroad to Girdwood, over Crow Pass, and beyond through Rainy Pass to Iditarod, and along

the Norton Sound coast to Nome. Other trails served as spurs or alternative routes of Goodwin's primary route and thus, are also part of the official Iditarod National Historic Trail System. The connecting trails and, indeed, the primary trail, have changed through the years due to shifting development and uses.

B. Management Categories

1. ACTIVE AND MINIMUM MANAGEMENT OF SEGMENTS

Once trail locations were identified and evaluated for historic, cultural, and natural significance, and outdoor recreation potential, management recommendations for specific segments were made using the categories of ACTIVE and MINIMUM management.

The ACTIVE MANAGEMENT category applies to segments that are recommended for ongoing trail management. The primary route was recommended for active management in order to connect Nome, Seward, and Iditarod on a continuous trail. Certain connecting trails were recommended for active management due to the relative significance of the individual segments and to current or potential use.

Active management is a broad category. A recommendation for only a roadside sign is considered "active" management. Other management actions may include trail marking, trail clearing, trail reconstruction, parallel trail construction, shelter and visitor facility construction.

The MINIMUM MANAGEMENT category was applied to Trail segments where existing laws and regulations are adequate for trail management purposes. Periodic reevaluation of these segments is recommended.

2. MANAGEMENT LEVELS OF SITES

There are inherent difficulties in assigning a level of significance and manageability to each site, especially when dealing with as many sites as there are on the

Iditarod Trail. If oversights become apparent or new information becomes available, this information will be evaluated and new recommendations will be made as provided by the enabling legislation.

a. Level 1--Priority Management

Every effort will be made to actively preserve and protect those sites within the Level 1 management category, which may include:

- Complete documentation of the historic and cultural resources through established architectural and archeological procedures.
- Protection of all sites from disturbance due to natural and manmade causes in accordance with established Federal and State procedures.
- Thematic nomination to the National Register of Historic Places. (Refer to Section V-C for a discussion of the meaning "thematic nomination.")
- Stabilization, restoration, or adaptive use (sometimes in support of recreation activities) of existing historic sites or structures.
- Identification and location of adequate easements for protection of access and visual integrity.

b. Level 2--Secondary Management

Passive preservation of historic resources assigned Level 2 may include:

- Preservation of certain significant sites to the extent that funds and resources are available.

-Thematic nomination to the National Register of Historic Places for certain sites.

-Identification and location of adequate easements for protection of access and visual integrity.

-Active site protection in all cases to mitigate disturbance and destruction of these sites.

-Stabilization, restoration, or reconstruction at specific sites to support recreational activities.

-Site documentation and recording to support continuing trail documentation or interpretation.

c. Level 3--Minimum Management

-Adequate site protection in accordance with established Federal or State regulations.

-Location information for sites and trails made available to individual landowners.

-Thematic nomination to the National Register of Historic Places for specific sites.

Recommendations have been made for 47 Level 1 sites, without regard to landownership in hopes that the landowners will realize the historic significance of their properties and take the necessary actions to protect and preserve them.

Recommendations for Level 2 sites were made only for known Federal properties. However, as part of routine office function, the INHT staff will assist individual landowners, at their request, in developing preservation programs for which recommendations have not been made. That assistance would also be available for Level 3 sites.

3. NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is a list of historically significant structures, sites, and objects. It is a tool that provides a consent period before federally funded projects may disturb or destroy those significant structures, sites, and objects. The National Register is not a tool that forces property owners into doing something with their property that they choose not to do. It is not a "hallowed" list of all structures, sites, and objects to be reserved or left untouched.

The National Register does not provide a means for the Federal government to acquire more land. No action will be taken on private land without the express consent of and initiation by the individual landowner. (For a more detailed discussion of National Register procedures, see Section V-C.)

C. Inventory of Resources

During 1980 and 1981, the Iditarod Trail Office and cooperating agencies took an inventory of the Iditarod Trail.

1. HISTORIC (GOLD RUSH ERA) RESOURCES

As a result of that effort, 364 historic sites and 100 prehistoric or late prehistoric sites have been identified.

In order to develop a realistic management plan, the Iditarod Trail Office met and consulted with cultural resource specialists from the National Park Service, USDA Forest Service, the State of Alaska, and the USDI Heritage, Conservation and Recreation Service, and the Bureau of Land Management.

As a result of those meetings, a procedure (explained more fully in Volume II) was developed to evaluate the historic significance and feasibility of managing all

sites along the Trail and to identify those sites/ features warranting additional protection and/or preservation.

2. CULTURAL (PRE-GOLD RUSH ERA) RESOURCES

Although the Iditarod Trail was designated as a National Historic Trail to commemorate Alaska's gold rush era, it is also a Trail System that incorporates many portions of an earlier system of Indian and Eskimo travel routes.

As a result of the initial inventory effort, 100 known sites along the primary and connecting routes have been identified, including prehistoric and contact-period villages, temporary campsites, cemeteries, and traditional gathering places.

a. Archeological Focus:

The significance of archeological sites is most often judged on whether they have or may yield information important to the archeologist or historian. Minimally, in order to determine significance, the extent and nature of deposits and the cultural affiliation of a site must be determined. It must be shown that the data the property contains may hold the answer to a particular research question or set of questions.

As a first step, the significance of each site was evaluated according to National Register criteria. Because there is yet too little information about many of these sites to determine if they qualify for the National Register, four categories were used to temporarily assign significance to each site. A discussion of these categories and a table listing the individual cultural sites and the category to which they have been temporarily assigned can be found in Volume II.

Final decisions concerning the management of any of these sites should be made only after proper consideration of their actual significance.

b. Historic Focus:

The second step was to evaluate the significance of these cultural sites in terms of their association with the National Historic Trail.

The Native settlements along the Iditarod Trail, which continued to be occupied during the gold rush era, demonstrated the relationship between the historic and prehistoric system of trails and exemplify Native involvement in the activities of the system. Road-houses were often located in villages and run by Native families. Natives served as guides for the early explorers and played a major role in later years in the delivery of mail and freight, a role that is little understood and not well documented. Determining the particular significance of these sites is a management priority.

Native sites with a historic Iditarod component:

Eklutna	AHRS	ANC-008
Knik	AHRS	ANC-036
Susitna Station	AHRS	TYO-018
Salmon River	AHRS	McG-013
Nikolai	AHRS	MED-995
Big River Village		Unassigned
Nixon Forks	AHRS	MED-999
Slow Fork Village	AHRS	MED-992
Khadilotden	AHRS	IDT-002
Dikeman	AHRS	IDT-003
Dishkakat	AHRS	OPH-004
Kaltag	AHRS	NUL-003
Unalakleet	AHRS	UKT-004
Issac's Village	AHRS	NOB-010
Chiukak	AHRS	SOL-012
Steuk	AHRS	SOL-070
Mupterukshuk		Unassigned

3. NATURAL (SCENIC) RESOURCES

Legislative intent called for the identification and

protection of significant natural qualities along the Trail. Scenic quality is perhaps best described as the overall impression a person retains after passing from one landscape type to the next along the Iditarod Trail.

The first step of the process was to identify broad physiographic provinces using Physiographic Divisions of Alaska (Wahrhaftig 1973). The physical appearances of the topography provided the basis for delineating one division from another. Divisions were further delineated by the geologic structure, which may or may not be visually distinctive. For example, the Innoko lowlands and the Kuskokwim lowlands were evaluated as separate landscapes, even though they look similar. Topographic maps, aerial photographs, and regional resource maps were used to define these physiographic boundaries. Then, the scenic values within each physiographic unit were inventoried using seven key factors (see Volume II): landform, vegetation, water, color, influence of adjacent scenery, scarcity, and cultural modifications. A standardized point system assigned great, same, or little importance to each factor. The values for each category were calculated, and according to total points, three scenic quality classes were determined and mapped:

Class A - Areas that combine the most outstanding characteristics of each rating factor.

Class B - Areas in which there is a combination of some outstanding features and some that are fairly common to the physiographic region.

Class C - Areas in which the features are fairly common to the physiographic region.

These ratings were verified by flying over the Iditarod Trail in a fixed-wing aircraft.

TABLE 5
SEGMENT ANALYSIS AND RECOMMENDATIONS
SUMMARY

PRIMARY ROUTE	HIGHLY SIGNIFICANT			HIGH POTENTIAL	MANAGEMENT RECOMMENDATION	
	Historic	Cultural	Natural	Outdoor Recreation	Category	Special Recommendations
SEGMENT						
SEWARD TO RAINY PASS						
Seward to Moose Pass	X		X	X	Active	Trail Construction
Moose Pass to Portage	X		X	X	Active	Trail Construction
Portage to Girdwood	X		X	X	Active	
Girdwood to Eagle River (Crow Pass)	X		X	X	Active	National Register
Eagle River to Knik	X		X		Active	
Knik to Susitna River	X			X	Active	
Susitna River to Old Skwentna	X				Active	
Old Skwentna to Rainy Pass	X	X	X	X	Active	National Register
RAINY PASS TO KALTAG						
Rainy Pass to Farewell Lake	X	X	X	X	Active	National Register
Farewell Lake to Big River Roadhouse	X	X			Active	
Big River Roadhouse to Takotna (ARC Trail)	X	X			Active	
Takotna to Flat	X				Active	
Flat to Iditarod	X			X	Active	Historic District
Iditarod to Dikeman	X				Active	National Register
Dikeman to Dishkaket	X				Active	
Dishkaket to Kaltag	X				Active	
KALTAG TO NOME						
Kaltag to Unalakleet	X	X	X	X	Active	National Register
Unalakleet to Ungalik	X	X	X		Active	
Ungalik to Baldhead	X	X	X		Active	
Baldhead to Moses Point	X	X	X		Active	
Moses Point to Walla Walla	X	X	X	X	Active	National Register
Walla Walla to Golovin	X	X	X	X	Active	National Register
Golovin to Chiukak	X	X	X	X	Active	National Register
Chiukak to Solomon	X	X	X	X	Active	National Register
Solomon to Nome	X	X	X	X	Active	National Register

TABLE 6
SEGMENT ANALYSIS AND RECOMMENDATIONS
SUMMARY

CONNECTING TRAILS

SEGMENT	HIGHLY SIGNIFICANT			HIGH POTENTIAL	MANAGEMENT RECOMMENDATION	
	Historic	Cultural	Natural	Outdoor Recreation	Category	Special Recommen- dations
SEWARD TO RAINY PASS						
Moose Pass Military Road	X		X	X	Active	
Johnson Pass/Sunrise/Hope Military Road	X		X	X	Active	National Register
Granite/Ingram Creek Trail			X	X	Active	
Portage Pass Route	X	X	X	X	Active	National Register
Potter Trail (Johnson Trail)			X	X	Active	
Billings Creek/Glacier River Trail			X	X	Minimum	
Girdwood to Ship Creek (Indian Pass)	X		X	X	Active	
Anchorage to Eagle River	X				Active	
Susitna Station to Old Skwentna (Yentna River)	X				Active	
Ptarmagin Pass	X		X	X	Minimum	
RAINY PASS TO KALTAG						
Pitka Fork Loop to McGrath	X				Minimum	
Salmon River to McGrath	X				Active	
Farewell Lake to Nikolai (via S.F. Kuskokwim)	X	X			Minimum	
Nikolai to McGrath	X	X			Minimum	
McGrath to Takotna				X	Active	
Takotna to Ophir	X			X	Active	National Register
Iditarod to Ophir (Ganes Creek) Summer Trail	X		X		Minimum	
Iditarod to Takotna Summer Trail	X		X	X	Minimum	
Otter to Flat	X			X	Active	Historic District
Willow Creek Loop	X				Minimum	
Ophir to Dikeman Cut Off (Hunter Trail)	X	X	X	X	Active	National Register
Ophir to Dishkaket	X	X			Minimum	
Ophir to Poorman Winter Trail	X				Active	
Ophir to Poorman Summer Trail	X				Minimum	
Poorman to Ruby	X				Active	
Ruby to Kaltag (Yukon River)	X	X	X	X	Minimum	
Dishkaket to Lewis Landing	X				Minimum	
KALTAG TO NOME						
Ungalik to Baldhead (via Koyuk)	X	X	X		Active	
Portage Roadhouse Trail	X	X	X	X	Minimum	
Golovin to Bluff	X	X			Minimum	

TABLE 7

LEVEL 1 SITES
(Federal and Non-Federal Properties)

<u>SEWARD QUAD</u>	<u>SITE NUMBER</u>	<u>OPHIR QUAD</u>	<u>SITE NUMBER</u>
Seward Railroad Depot	SEW-001	Dishkaket (Native/Mining Community)	OPH-004
Tunnel 1 (Railroad Tunnel)	SEW-139	Ganes Creek Mine (Camp)	OPH-001
Alaska Nellie's Homestead	SEW-025	Ganes Creek Dredge	Unassigned
Crow Creek Consolidated Mine	SEW-191	Ophir City	AOP-oo5
Laurtisen Cabin	SEW-142		
Gilpatrick's Cabin	SEW-015	<u>RUBY QUAD</u>	
Canyon Creek	SEW-036	Poorman (Mining Camp)	Unassigned
Whites Roadhouse	SEW-105	Sulatna Crossing (River Crossing)	Unassigned
Bruhn Ray Mine	SEW-197	Long (Mining Community)	RUB-001
Sunrise (Townsite)	SEW-195	Ruby Roadhouse	
Hope Historic Distric	SEW-018	Fisher Roadhouse	
<u>ANCHORAGE QUAD</u>		<u>NORTON BAY QUAD</u>	
Girdwood Mine	Unassigned	Old Woman Cabin (Roadhouse)	NOB-034
St. Nicholas Russian Orthodox Church, Eklutna	ANC-022	Issac's Roadhouse	NOB-010
Whites Cabin	Unassigned		
Knik Townsite	ANC-003	<u>SOLOMON QUAD</u>	
Whitney's Ranch (Homestead)	Unassigned	Walla Walla Roadhouse	SOL-026
Potter Section House	ANC-075	Dexter Trading Post	SOL-021
		Dickson (River Landing)	SOL-003
		Solomon River & Council City R.R	SOL-032
<u>TYONEK QUAD</u>		Solomon Roadhouse	SOL-031
Susitna Station	TYO-018	Safety Roadhouse	SOL-023
Skwentna Roadhouse	TYO-021	Cape Nome Roadhouse	SOL-069
		Portage Roadhouse	SOL-027
<u>McGRATH QUAD</u>		McKinley Creek Relief Cabin	SOL-026
Rohn River Roadhouse	McG-007		
Pioneer Roadhouse	McG-009	<u>NOME QUAD</u>	
Old McGrath	McG-001	Fort Davis (Military Fort)	Unassigned
		St. Joseph Church, Nome	Unassigned
<u>IDITAROD QUAD</u>			
Otter (River Landing)	IDT-004		
Flat (Mining Camp/Town)	IDT-005		
Iditarod (River Community)	IDT-001		
Shermeier's Halfway Roadhouse	IDT-010		
Dikeman (River Community)	IDT-003		

TABLE 8

LEVEL 2 SITES
(Federal and Non-Federal Properties)

<u>SEWARD QUAD</u>	<u>SITE NUMBER</u>	<u>MEDFORD QUAD</u>	<u>SITE NUMBERS</u>
Falls Creek Mine	SEW-162	Big River Village	Unassigned
Johnson (Roadhouse Site)	SEW-118	Nixon Forks (Trading Post)	Unassigned
Tunnel 0 (Railroad Tunnel)	SEW-115	Boerner City (Trading Post)	Unassigned
Loop District (Railroad Trestle)	Unassigned	Nikolai (Native Village)	Unassigned
Tunnel Siding (Section House)	SEW-094		
Tunnels 2-7 (Railroad Tunnels)	SEW-107-12	<u>IDITAROD QUAD</u>	
Tunnel 8 (Railroad Tunnel)	SEW-138	Moore Creek (Mining Camp)	IDT-012
Twentymile River Sawmill	Unassigned	Moore Creek Halfway Cabin	Unassigned
Girdwood Roadhouse	SEW-102	Bonanza Creek ARC Relief Cabin	Unassigned
Michaelson Cemetery	SEW-035	Moore City	IDT-006
Michaelson Mining Camp	SEW-153	First Chance Relief Cabin	IDT-019
Wibel (Mining Camp)	Unassigned	Reindeer Cabin (Don's)	Unassigned
Canyon Creek Dam	SEW-036	Fritz' Roadhouse	IDT-009
<u>ANCHORAGE QUAD</u>		<u>OPHIR QUAD</u>	
Raven Creek (Duke's) Roadhouse	Unassigned	Brown Creek Shelter Cabin	OPH-014
Monarch Mine	Unassigned	Yankee Creek ARC Cabin	OPH-017
W.D. Elliot's Roadhouse	Unassigned	Yankee Creek Roadhouse	OPH-015
		Boxcar Roadhouse	OPH-006
<u>TYONEK QUAD</u>		Del Thompson's Boob Creek	OPH-016
Rabbit Lake Relief Cabin	Unassigned	Tolstoi (River Landing)	OPH-008
Mountain Climber's Roadhouse	TYO-022	Cripple Landing	OPH-003
Happy River Roadhouse	TYO-023	Dichna (Native Village)	Unassigned
		Simels (Trading Post)	Unassigned
<u>TALKEETNA QUAD</u>		<u>RUBY QUAD</u>	
Puntilla Cabin	Unassigned	Hub Roadhouse	Unassigned
		Tenmile Roadhouse	RUB-005
<u>McGARTH QUAD</u>			
Rainy Pass Shelter Cabin	Unassigned	<u>NULATO QUAD</u>	
Dalzell Roadhouse	McG-003	Captain Dalquist's Lodge	Unassigned
Salmon River Roadhouse	McG-013	Lewis Landing (River)	Unassigned
Big River Roadhouse	McG-015	Louden (River Landing)	Unassigned

TABLE 8 (Continued)

LEVEL 2 SITES
(Federal and Non-Federal Properties)

UNALAKLEET QUAD

Whale Back Cabin

UKT-026

NORTON BAY QUAD

Twenty-two Mile Roadhouse

NOB-003

Tenmile Roadhouse

NOB-033

Egavik (Reindeer Progress Point)

NOB-006

Koyuk (Big Sam's Roadhouse)

NOB-004

SOLOMON QUAD

Chiukak (Relief Cabin)

SOL-012

Topkok Roadhouse

SOL-028

4. OUTDOOR RECREATION RESOURCES

Outdoor recreation opportunities were analyzed according to the following factors:

- existing recreation use
- potential recreation use
- season of use
- accessibility
- proximity to population centers
- distribution of historic sites
- existing land uses
- ownership
- manageability

Those outdoor recreation opportunities which were recognized to enhance and support the historic nature of the Trail System were developed into specific recommendations. A complete discussion of methodology, opportunities, and recommendations is found in Volume II.

D. Secretary's Interim Criteria for Inclusion of Non-Federal Sites and Segments into the INHT System [Per Section 3(c)] of the National Trails System Act of 1978

The following sites and segments have been determined by the INHT Staff to be eligible for inclusion into the INHT system. They include:

- Historic sites identified on pages in Appendix 6.
- Cultural sites with an Iditarod component, in Appendix 6.
- Natural sites and segments identified on the maps in Volume II.
- The primary and connecting routes identified in Tables 5 and 6.

Further study and research may reveal additional sites, segments, and connecting trails eligible for certification as part of the Iditarod Trail System.

Only those sites and segments (or portions thereof) located on Federal lands are established as initial components of the Iditarod Trail System. Other identified and unidentified non-Federal sites and segments may later become components of the Iditarod Trail System through application from the owner (private, local, or State) to the Secretary of the Interior. All applications will be reviewed and forwarded with comment to the Secretary by the Iditarod National Historic Trail Advisory Council.

Application for inclusion of sites or segments by the owner will include:

- Statement of Significance
- Relationship to INHT Focus per Section V, B
- Location
- Description
- Condition
- Photo Documentation
- Proof of Ownership

E. Specific Segment And Site Recommendations

1. SEWARD TO RAINY PASS

This part of the Trail contains numerous historic sites and remnants of the actual trail tread. Because of access to existing highways and railroad nets and proximity to population centers, these Trail segments are generally well defined and the most extensively used along the entire Seward-to-Nome route.

Due to easy access, lack of maintenance, and the climate, only the ruins of many historic structures still remain. The opportunity for historic interpretation is great. (Recommendations for interpretation are found in Sections VI and VII.

The natural (scenic) inventory indicated that this segment generally offers the highest degree of contrast along the entire Trail.

Recreation use is primarily concentrated in the southern portion on lands managed by the USDA Forest Service and Chugach State Park. Picnicking and sightseeing along the Seward, Glenn, and Parks highways are popular summer and fall activities, as are fishing, hunting, recreational and commercial gold mining, camping, bicycling, and berrypicking. The Alaska Railroad offers sightseeing along the historic route between Whittier, Seward, and Nancy. Portage Glacier and Visitor Center, maintained by the U.S. Forest Service, annually attracts over 300,000 visitors.

In the winter, cross-country skiers use the Johnson Pass Trail and the Indian Pass traverse as well as Eagle River Valley. The Municipality of Anchorage Trail System has designated routes for snowmachiners, skiers, and dog mushers. Annual train trips sponsored by the Nordic Ski Club attract nearly 2,000 skiers to the Grandview area, 45 miles north of Seward.

The annual Iditarod Trail Sled Dog Race (Anchorage-to-Nome) is the most famous winter event connected with the historic route. Except for these mushers, the rural residents are almost the only recreational users of the historic route beyond the Susitna River.

a. THE PRIMARY ROUTE

SEGMENT: Seward to Girdwood

Predominate Ownership: USFS, ARR (FEDERAL); State

The Alaska Railroad is the primary historic route, closely paralleled by the Seward Highway for 40 of the 76 miles.

Recommendations: No additional right-of-way or protective status along the highway or railroad.

Interpretive signs along portions of the Seward Highway.

Trail construction (60 miles) between Seward and Portage adjacent to, but outside of existing railroad and highway rights-of-way. Initially, the Trail should be brushed and marked by volunteers along a route to be determined by the USFS. An adequate right-of-way should be reserved on this proposed route to provide both summer and winter access.

Level 1 Site

SEWARD RAILROAD DEPOT AHRS SEW-001 CITY OF SEWARD

Recommendations: Include, with owner's consent, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Develop a multi-unit visitor center interpretation complex at the depot area by reinstalling a railbed for a short distance at the depot, bringing railroad passenger cars for adapted use and lease by the Chamber of Commerce, Iditarod National Historic Trail, Kenai Fjords National Park, the Chugach National Forest, and Alaska State Parks. The complex will give the city a focus as a port and railhead. Upgrade the existing depot for continued use as the Alaska Marine Highway ferry terminal and visitor restrooms.

Develop a port plan in the area of the depot that addresses mixed uses: industrial, commercial, visitor, parking, reestablishment of historic texture and con-

text, and zoning for the area. Assist city in up-grading landscaping and facilities of adjacent city park.

Establish a trailhead monument at the Seward Railroad Depot.

Identify and mark streets or trails through the City of Seward that indicate the historic trail route. Proposed trail (as proposed in this plan) from Seward to Portage should begin at the railroad depot.

NOTE: Assistance in preliminary planning for the proposed interpretive center at Seward would be available by the INHT staff.

Level 1 Site

TUNNEL 1 AHRS SEW-139 ALASKA RAILROAD (FEDERAL)
Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing wood structures within the tunnel through National Architectural and Engineering Record (NAER)-quality photos.

Record significant architectural features or details.

Maintain as part of the railroad maintenance activities.

Level 2 Site

LOOP DISTRICT AHRS UNASSIGNED ALASKA RR (FEDERAL)
Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

No recommended actions.

Level 2 Site

TUNNEL (RAILROAD) SIDING AHRS SEW-094 ARR (FEDERAL)
Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing complex through NAER-quality photos.

Record significant or unusual architectural or engineering features and details.

Protect and maintain the site in its existing condition through routine railroad maintenance.

NOTE: This is the only railroad siding of this quality along the Iditarod Trail.

Level 2 Site

TUNNEL 0 AHRS SEW-115 ARR (FEDERAL)
Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing structures through NAER-quality photos.

Record significant or unusual architectural features and details.

Maintain through routine railroad maintenance.

Level 2 Site

TUNNEL 2-7 AHRS 107-112 ARR (FEDERAL)
Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing wooden superstructure through NAER-quality photos.

Record significant or unusual architectural features and details.

Maintain through routine railroad maintenance.

Level 2 Site

TUNNEL 8 AHRS SEW-138 ARR (FEDERAL)

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing structures through NAER-quality photos.

Record significant or unusual architectural features and details.

Maintain through routine railroad maintenance.

Level 1 Site

NELLIE NEAL'S HOMESTEAD AHRS SEW-025 PRIVATE

Recommendations: Include, with the owner's consent, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Rehabilitate Nellie Neal's Roadhouse at Lawing to its near original condition, at owner's request, with planning assistance available by INHT staff.

Record the structure through NAER-quality photographs.

Record significant architectural features and details of these structures.

SEGMENT: Girdwood to Eagle River

Predominate Ownership: USFS (FEDERAL), STATE

The historic route closely follows Girdwood Road, Crow Creek Road, the existing hiking trail over Crow Pass into Eagle River Valley, and Eagle River Valley Road.

Recommendations: Place signs along roadway and trail-heads to identify the historic route.

Use appropriate trail markers to guide foot travelers through the summer-use portion of the historic route.

Continue to maintain the summer hiking trail.

Investigate and verify the original route through Girdwood and place appropriate signs.

Establish a 1000-foot right-of-way between the USFS Crow Pass Trailhead and Chugach State Park Eagle River Visitor Center.

Include as part of the thematic Iditarod Trail nomination to the National Register.

Conduct a physical survey on the back-country portion of the Trail.

Level 1 Site

CROW CREEK CONSOLIDATED MINE AHRS SEW-191

PRIVATE/USFS (FEDERAL)

Recommendations: Include, with owner's consent, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document structures and equipment through NAER-quality photographs.

Map the existing mine site and delineate major structures.

Continue to use gold placer mine as visitor facility.

Record significant or unusual architectural features or details.

Develop a stabilization plan for the structures at Crow Creek. The plan would be used to preserve the structures in their present "rustic" condition.

GIRDWOOD MINE AHRS UNASSIGNED PRIVATE/USFS (FEDERAL)
Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

SEGMENT: Eagle River to Knik
Predominate Ownership: STATE, PRIVATE

This portion of the historic route is overlain with highways, roads, and bike paths.

Status plats exist and define Trail locations in great detail for the Greater Anchorage Area, i.e., Anchorage, Birchwood, and Eklutna. As a result of Trail inventories by the INHT staff, the Municipality of Anchorage is presently investigating landownership and easements within the area to determine the feasibility of relocating and marking the Trail System. The INHT staff will continue to assist in the identification and implementation of a Trail System.

Level 1 Site
W.D. ELLIOT ROADHOUSE AHRS UNASSIGNED UNKNOWN
Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Locate and document through NAER-quality photos any structural remains.

Take necessary action for its protection/preservation.

Level 1 Site
ST. NICHOLAS RUSSIAN ORTHODOX CHURCH, EKLUTNA
AHRS ANC-022 PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photographs.

Record any significant or unusual architectural features.

Continue to maintain the structure and site. The structure and cemetery spirit houses were restored in 1981.

Prepare an interpretive history of the church and its significance--the settlement of the Cook Inlet area; include data from the early historic period through the Iditarod gold rush period.

Level 1 Site
KNIK TOWNSITE AHRS ANC-003 MAT-SU BOROUGH
Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Prepare a management/development plan for the Knik historical site.

Complete the restoration phase of Knik Pool Hall. Begin restoration of the Knik Bar and provide for a site development and redefinition of structures and the townsite.

Consider possible construction of a Mushers' Hall of Fame by the Iditarod Race Committee through private funding and construction of a new visitor restroom facility as part of a tour bus program for the site. Care should be taken to ensure reconstruction of historical buildings instead of noncompatible new construction.

Direct future site planning in order to define and reestablish the historic main street of Knik, which ran by the Knik Bar and the Pool Hall. Reconstruct structures that fronted that street and boardwalks, fences, historic signs. Place historic transportation equipment, such as sleds and wagons, along the street.

Through interpretation and site development, reestablish Knik's connection with Knik Arm and the ocean.

Work with highway department in order to provide a safe pedestrian way (either under or over the highway) from Knik Mushers' Hall of Fame to the beach.

Organize and maintain the existing museum at Knik Pool Hall and operate on a regular schedule.

Study and identify ways to lessen the existing highway's visual impact upon the site.

Protect the site from fire through an active program of vegetation control and by installing a fire shed with pump at Knik Lake.

NOTE: The opportunity exists for tours beginning at Knik that last from several hours to several days.

SEGMENT: Knik to Old Skwentna

Predominate Ownership: STATE

The historic Trail from Knik to Susitna River was located and marked by the State of Alaska in 1980.

Recommendations: Acquire the 1½-mile section of private land beyond Knik.

Purchase in fee simple a 300-foot public access to the trail from the Knik Road.

On public lands, establish an adequate right-of-way.

Continue trail marking and maintenance.

Level 1 Site

WHITE'S CABIN AHRS UNASSIGNED UNKNOWN

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Locate and record existing ruins through NAER-quality photographs.

Record significant or unusual architectural features.

Stabilize existing structure or structural ruins to halt further deterioration.

Level 1 Site

SUSITNA STATION AHRS TYO-018 STATE, PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Inventory and document through NAER-quality photos existing structures at Susitna Station.

Record all significant or unusual architectural features or details.

Construct, in a historically sympathetic manner, an overnight facility in support of existing trail uses. The location of the structures should correspond with the Iditarod Race Committee's proposed dog lot in the Susitna Station area.

Preserve and protect the existing historic Northern Commercial Company Store at Susitna.

Level 1 Site

SKWENTNA ROADHOUSE AHRS TYO-021 STATE

Recommendations: Include, with the owner's consent, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Develop a management plan for the structure using plans recorded to Historic American Building Survey (HABS) standards in 1981.

Rehabilitate or restore and maintain the old Skwentna

Roadhouse for use as a shelter cabin. The cabin has recreational potential to support trail use from Knik to Old Skwentna during winter months and river transportation during the summer.

SEGMENT: Skwentna to Farewell Lake
Predominate Ownership: FEDERAL (STATE SELECTION),
STATE

The historic route is well defined and is marked and cleared between Skwentna and Finger Lake.

Recommendations: Establish a minimum 1000-foot right-of-way.

Include as part of the thematic Iditarod Trail nomination to the National Register.

Mark and clear the Trail.

Construct trail shelters near the Rainy Pass Summit and Dalzell Creek.

Improve the airstrips near Puntilla Lake, Rohn River, and Farewell Lake to provide public access.

SEGMENT: Farewell Lake to Big River Roadhouse
Predominate Ownership: BLM (FEDERAL)

The historic route is well defined, but because of lack of use of certain portions and the results of the 1977 Bear Creek Fire, the trail tread is in poor and dangerous condition.

Recommendations: Establish a 1000-foot right-of-way on public land.

Clear, mark, and maintain Trail for several years.

Level 1 Site

ROHN RIVER: AHRS McG-007 FEDERAL

The Rohn River Roadhouse site was recorded to HABS standards in 1981.

Recommendations: Include as part of the thematic Iditarod Trail Nomination to the Register of Historic Places.

Record through NAER-quality photos.

Initiate a trail/site caretaker program for this section of the Trail using the Rohn River Roadhouse as site caretaker quarters and as a visitor-use facility.

Prepare a management plan for the Rohn River site to include restoring the existing primary cabin to be used as a Trail visitor cabin.

Reconstruct the two cabins remaining at the site to be used as a caretaker's cabin and as a utility/tool storage shed.

Reconstruct the original log cache.

Perform historic and archeological research at the Rohn River site, to include testing, mapping, photo documentation, and historic archival research as a prerequisite for site work.

Level 1 Site

PIONEER ROADHOUSE AHRS McG-009 PRIVATE

Recommendations: Include, with owner concurrence, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Consummate a cooperative agreement with 14 (h)(i) owner to preserve and manage the site.

Perform emergency stabilization on the only remaining intact cabin at the site. The roof collapsed in 1981.

) Prepare a management plan for the Pioneer site to include research and restoration of the primary cabin at Pioneer for use as a trail relief cabin.

) Reconstruct one of the barns to use in support of trail maintenance activities.

) Reconstruct a log cache at the site.

) Institute a trail/site caretaker program similar to that at Rohn River.

) Perform historic and archeological research on the site to include testing, mapping, photo documentation, and historic archival research as a prerequisite for site work.

b. CONNECTING TRAILS

SEGMENTS: Moose Pass Military Road (Canyon Creek Trail) and Granite Creek/Ingram Creek Trail

Predominate Ownership: STATE, USFS (FEDERAL)

The year-round Seward Highway overlies these historic Trail segments, except for the north end of the Canyon Creek Trail, which is either intact or unmaintained dirt road.

Recommendations: Mark the highway segments with the appropriate symbol.

Level 1 Site

LAURTISEN CABIN

AHRS SEW-152 ACTIVE MINING CLAIM
PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photographs existing structures.

Record significant or unusual architectural features and details.

Continue to use as a cabin.

Make available, at owner request, preliminary preservation and planning assistance by INHT staff.

Level 1 Site

GILPATRICK'S CAMP

AHRS SEW-015 USFS (FEDERAL)

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document any existing ruins through NAER-quality photos.

Survey and prepare site map.

CANYON CREEK DAM AHRS SEW-036 USFS (FEDERAL)

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing structure through NAER-quality photos.

Protect from future site disturbance.

Allow structure to deteriorate.

Level 1 Site

BRUHN RAY MINE

AHRS SEW-197 ACTIVE MINING CLAIM
PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photographs existing structures.

Record significant or unusual architectural features or details in the Bruhn Ray Mine.

Map the existing site and structures within the site.

Stabilize existing structures to preserve the rustic qualities now present at the site.

NOTE: The existing structures at the Bruhn Ray mining camp and the location at the junction of the Moose Pass Highway and the highway to Cooper's Landing offer an opportunity to preserve and exhibit an early Kenai Peninsula mining camp. The site has potential because of its historic significance and easy accessibility. It could serve as a Kenai Peninsula mining museum, where historic mining objects from the Kenai Peninsula mining district could be relocated and preserved.

SEGMENT: Johnson Pass/Sunrise/Hope Military Road

Predominate Ownership: USFS (FEDERAL), STATE

The Seward Highway, Hope Highway, and Johnson Pass Trail make up this historic connecting route. The Johnson Pass Trail is entirely administered by the USDA Forest Service. The Sunrise/Hope section is mostly overlain with State highway rights-of-way. The highways receive year-round use, as does Johnson Pass Trail, although the Johnson Pass Trail is used most during the summer months.

Recommendations: Adequate right-of-way along the Johnson Pass Trail.

Include the 19 miles of Johnson Pass Trail which overlies the historic route in the thematic Iditarod Trail nomination to the National Register.

Continue trail maintenance on Forest Service Trail No. 10 (Johnson Pass Trail) for 22 miles. This provides access to the historic portions of the Trail.

Place appropriate trail markers along the historic trail between Johnson and Canyon Creek.

Place highway markers from Canyon Creek to Hope.

WHITE'S ROADHOUSE AHRS SEW-105 USFS (FEDERAL)
(MINING CLAIM)

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Resolve ownership of property.

Document the two remaining historic structures and other contemporary structures remaining at the site through NAER-quality photographs.

Record any significant or unusual architectural details or features.

Stabilize existing structures for continued preservation.

Explore possibility of adaptive reuse of one or several of the structures as shelter cabins on the Johnson Trail portion of the Iditarod.

SUNRISE TOWNSITE AHRS SEW-194 PRIVATE USFS (FEDERAL)
Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Locate and map the old original townsite.

Evaluate potential for historic archeology.

Protect the site under existing State and Federal regulations from unwanted impact.

Allow structure to deteriorate.

HOPE HISTORIC DISTRICT AHRS SEW-018 PRIVATE
Recommendations: Include, with the owner's consent, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photographs the structures within the historic district.

Map the existing townsite through the use of city maps, aerial photos, and historic data.

Record unusual or significant architectural features or details.

Develop a city plan for the preservation, protection, and restoration for adaptive reuse of existing resources within the area.

SEGMENT: Portage Pass Segment

Predominate Ownership: USFS (FEDERAL) This route over Portage Glacier contains significant historical, cultural, and scenic resources.

Recommendations: Analyze route for development as a summer recreation trail.

Protect with a minimum 1000-foot right-of-way.

Include in the thematic nomination to the National Register.

NOTE: Excellent interpretive opportunities are available at the Forest Service interpretive center at Portage Glacier, which are discussed in Sections V and VI.

SEGMENT: Potter (Johnson) Trail

Predominate Ownership: STATE

Portions of the Potter Trail, now referred to as the Johnson Trail, are currently popular recreation routes within Chugach State Park during the summer.

Recommendations: Place appropriate signs.

Continue maintenance.

Level 1 Site

POTTER SECTION HOUSE AHRS ANC-075 ANCHORAGE MUNICIPAL.

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Inventory and document through NAER-quality photos existing structures or details.

Record all significant or unusual architectural feature or details.

Rehabilitate and adaptively use as a visitor center the existing railroad section house on the present site.

Preserve the existing railroad context of the site.

SEGMENT: Girdwood to Ship Creek (Indian Pass)

Predominate Ownership: STATE

The historic route between Girdwood and the Anchorage vicinity is currently overlain by railroad, secondary roads, and a Chugach State Park hiking route. The segment is used year-round.

Recommendations: Include the 24-mile route maintained by Chugach State Park from the vicinity of Indian Pass to Arctic Valley road in the thematic nomination to the National Register.

Protect the 24-mile route with a minimum 1000-foot right-of-way.

Place appropriate trail markers along the 24-mile route.

Continue maintaining the 24-mile route.

SEGMENT: Anchorage to Eagle River

Predominate Ownership: LOCAL GOVERNMENT/PRIVATE

Recommendations: Undertake additional research and planning with the Municipality of Anchorage in order to provide a trail link between Anchorage, the Indian Pass Route, and the primary route.

Place appropriate trail markers once the historic route is identified and established.

Level 1 Site

WHITNEY'S RANCH

AHRS UNASSIGNED

PRIVATE

(?)

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Include, locate, and document any remaining structures through NAER-quality photos.

Protect and stabilize or preserve any significant features at the site--the first recorded homestead in the Anchorage area.

SEGMENT: Susitna Station to Old Skwentna
Yentna River

Predominate Ownership: STATE

Recommendations: Periodically mark and maintain the winter route paralleling the Yentna River to provide an alternative route.

Establish a 100- to 1000-foot right-of-way to protect public access.

2. RAINY PASS TO KALTAG

This portion contains the Iditarod Mining District, the keystone of the "Inland Empire". The segment has varied scenery as the Trail descends from Rainy Pass over the foothills of the Kuskokwim Mountains and then across the flats between Iditarod and Kaltag, on the Yukon River.

Seasonal activities and travel between villages are the existing uses of the Trail. Mining remains active along parts of this segment, as it has historically. Flat, Ophir, Iditarod, Poorman, and Ruby are still hubs of mining activity. Existing historic structures vary in their integrity due generally to their method of construction. Because of the remoteness and lack of accessibility, many structures are in good condition and represent the diversity of architecture of the period. Other sites have been destroyed by disuse, wildfire, or the ravages of weather and time.

Recreational use of this portion of the Trail System is concentrated around villages by local residents during the winter. The Trail is accessible in the summer by aircraft into villages or to unmaintained airstrips; in winter, by snowmachine, dog sled, cross-country skis, or ski-equipped aircraft. Except for the annual Iditarod Sled Dog Race in March, the Trail System does not attract many visiting recreationists due to extreme weather conditions and lack of support facilities away from communities.

a. PRIMARY ROUTE

SEGMENT: Rainy Pass to Farewell Lake

Recommendations included in discussion with Old Skwentna to Rainy Pass segment.

SEGMENT: Farewell Lake to Big River Roadhouse

Predominate Ownership: BLM (FEDERAL), STATE

The historic winter trail between Pioneer Roadhouse and Big River Roadhouse was located. A major portion of the segment on the north had been abandoned. A 1977 forest fire burned the southern portion of the Trail Segment so that this segment is in poor and dangerous condition for winter travel.

Recommendations: Undertake major trail clearing and marking as soon as possible.

Establish a 100- to 1000-foot right-of-way across public lands.

SEGMENT: Big River Roadhouse to Takotna

Predominate Ownership: FEDERAL (STATE-SELECTED)
PRIVATE

Recommendations: Enter into a cooperative agreement with the Native regional corporation to grant public access to the historic Trail.

Establish and survey a 100- to 1000-foot right-of-way on public land.

Clear and mark the Trail System once cooperative agreements are consummated or alternative routes established.

The route may have to be re-established between Forks and Takotna.

SEGMENT: Takotna to Iditarod (via Moore Creek)

The winter trail between Takotna and Iditarod is generally well defined.

Recommendations: Establish a 100- to 1000-foot right-of-way on public lands.

Survey and mark the route.

Include the Trail between Flat and Iditarod as part of the thematic Iditarod Trail nomination to the National Register.

Improve the airstrip at Ophir for Trail access.

Level 1 Site

FLAT AHRS IDT-005 BLM (FEDERAL); MINING CLAIMS - PRIVATE STRUCTURES

IDITAROD AHRS IDT-001 STATE; PRIVATE STRUCTURES
Iditarod and Flat offer the largest concentration of intact historic structures on the Iditarod Trail and perhaps in Alaska. The architectural styles, building technology, and the many people who survive today in Alaska who were from the area during its heyday, offer a sizeable preservation and documentation problem. This problem is compounded further by the remoteness and lack of access to the area. As a result, this plan recommends a program to document the existing site and structures within the area by photographic documentation, mapping, and architectural recording of significant or unusual features and details. Complete documentation will be made of the most significant structures and both written and oral history of the Flat/Iditarod area will be undertaken. With owner concurrence, the planners also propose to systematically record and remove representative objects and artifacts from the site for preservation and interpretive purposes at exhibits and museums along the Trail.

Recommendations: Include, with the owners' consent, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record all structures (approximately 46) through NAER-quality photographs, interior and exterior.

Record through HABS drawings those structures best typifying the building of the Flat/Iditarod area, i.e.,

typical store, warehouse, cabin, roadhouse, saloon; mining structures such as shops, bunkhouses; and the Flat dredge.

Map the Flat/Iditarod area recording significant man-developed features within the area.

Evaluate and prepare an historic furnishings inventory report for those items remaining within the townsite of Flat and Iditarod.

Initiate, with the owners' compliance and through the volunteer assistance of the Iditarod Trail Blazers, a caretaker program for the Flat and Iditarod site to maintain/protect from vandalism, theft, and vegetation removal for protection from fire.

Develop a maintenance program through minimum repair to roofs and sash for significant sites and structures within the Flat/Iditarod area to prolong the life of those structures.

NOTE: The Flat/Iditarod area should be considered for possible nomination as a historic district along the Iditarod Trail.

SEGMENT: Iditarod to Kaltag

Predominate Ownership: USFS (FEDERAL)

The Trail between Iditarod and Kaltag across the Innoko Flats is difficult to locate because the tripods originally used to mark the route have deteriorated.

Recommendations: Establish an adequate right-of-way on public land.

Survey the Trail.

Remark the historic route with tripods.

Construct trail shelters.

Level 1 Site

SHERMEIER'S ROADHOUSE AHRS IDT-010 USF&WS (FEDERAL)

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Protect from potential site disturbance.

Allow structure to deteriorate.

DIKEMAN AHRS IDT-003 USF&WS (FEDERAL)

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photos.

Record significant or unusual architectural features or details.

Prepare a site map to include location of ruins, the existing structure at the site, and the cemetery.

Protect site from future disturbance.

Allow structure to deteriorate.

Level 1 Site

DISHKAKAT AHRS OPH-004 USF&WS (FEDERAL)

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Continue research into the significance of the Native culture of the site and its relationship to the contact period of the Iditarod Trail.

Undertake archeological testing to determine its significance.

Prepare site map of existing ruins.

Document cabin remains on site through NAER-quality photos.

Record significant or unusual architectural features or details.

Protect site from future impact.

Allow structure to deteriorate.

b. CONNECTING TRAILS

SEGMENT: Salmon River to Takotna (via McGrath)

Predominate Ownership: BLM (FEDERAL), PRIVATE

Recommendations: Mark and maintain, through Federal portions and Federal easements, the well-established winter Trail connecting Salmon River, McGrath, and Takotna.

Remove deadfall and snags from portions of the Trail that have been burned.

Establish a 100- to 1000-foot right-of-way on Federal land.

OLD MCGRATH AHRS McG-001 PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the Register of Historic Places.

Document through NAER-quality photos the only remaining structure of the historic period at McGrath.

Record all significant or unusual architectural features or details within that existing structure.

Encourage city/owners to protect and preserve the remaining buildings.

Remove existing vegetation for fire protection.

SEGMENT: Takotna to Dikeman Cut-Off (via Ophir)
(74 Miles)

Predominate Ownership: USF&WS (FEDERAL) STATE-SELECTED,
STATE

Recommendations: Mark with trail signs the 18-mile road connecting Takotna and Ophir and the 56-mile winter trail known as Hunter Trail.

Include as part of the thematic nomination to the National Register.

Establish a minimum 1000-foot right-of-way on Hunter Trail.

Level 1 Site

GANES CREEK MINE AHRS OPH-001 MINING CLAIM PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photos.

Record significant architectural features or details.

Preserve and protect existing structures by owner.

Level 1 Site

GAINES CREEK DREDGE AHRS UNASSIGNED PRIVATE or STATE

Recommendations: Include, with owner concurrence, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photographs.

Record significant or unusual architectural features and details.

Level 1 Site

OPHIR CITY AHRS OPH-005 ACTIVE MINING/STATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Map existing site with ruins.

SEGMENT: Otter to Flat Segment

Predominate Ownership: FEDERAL

Recommendations: Identify Discovery Trail between Otter and Flat.

Mark and periodically maintain the route.

Protect the route with a 1000-foot right-of-way.

Include in the thematic nomination to the National Register.

Level 1 Site

OTTER AHRS IDT-004 STATE

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record through NAER-quality photos. There are reported remains of the Gugenheim hydro-plant at the site. No other structures or features are anticipated at the site.

SEGMENT: Ophir to Ruby (Winter Trail)

Predominate Ownership: STATE

Recommendations: Mark the Trail between Ophir and Poorman and the highway between Poorman and Ruby.

Maintain the 82 miles of winter Trail periodically.

Establish a 1000-foot right-of-way along the winter Trail.

Level 1 Site

POORMAN AHRS UNASSIGNED ACTIVE MINING CLAIM PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photos the only remaining structure of the historic period at Poorman today.

Record all significant or unusual architectural features or details within that existing structure.

Allow structure to deteriorate.

Level 1 Site

SULATNA CROSSING AHRS UNASSIGNED UNKNOWN

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record existing structures and bridge through NAER-quality photos.

Record any significant or unusual architectural features or details.

Protect existing site through Federal and State mandates.

Allow structure to deteriorate.

Level 1 Site

LONG AHRS RUB-001 ACTIVE MINING CLAIM PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document and map original townsite at Long.

Protect site through existing State and Federal regulations.

Allow structure to deteriorate.

Level 1 Site

RUBY ROADHOUSE AHRS UNASSIGNED PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photos.

Record any significant or unusual architectural features or details.

Preserve and protect the roadhouse for continued use--the only continuously operated roadhouse on the Iditarod Trail.

Make available, at the owner's request, preservation skills and guidance.

Level 1 Site

FISHER ROADHOUSE, RUBY AHRS UNASSIGNED PRIVATE
Recommendations: Include, with the owner's consent, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Locate and document existing structure through NAER-quality photographs.

Record significant or unusual architectural features or details.

Stabilize and preserve, if feasible. Provide, at owner's request, preservation guidance and expertise.

3. KALTAG TO NOME

This major segment includes the Kaltag Portage between Kaltag and Unalakleet and the coastal Trail along Norton Sound between Unalakleet and Nome. Most of the sites located in this segment remain in private ownership and many, because of the continuing use, have been preserved.

Travel between villages, especially between the villages of Elim and Nome, continues along the historic Iditarod route. Part of the Trail between Elim and Nome closely parallels or is overlain with roads. Due to the accessibility on those sections, the opportunity for year-round recreation and historic interpretation is generally high.

Recreation use in the region is concentrated around Nome, where a large number of tourists are attracted by the historic Nome townsite, active and historic mining, the annual Iditarod Sled Dog Race, and side trips from Nome. Access to the Trail System is by aircraft to the villages along the route. Outside of Nome, recreational use of the Trail is limited primarily to local villagers with snowmachines and dog teams.

a. PRIMARY ROUTE

SEGMENT: Kaltag to Unalakleet

This portion of the trail, known as the Kaltag Portage, is significant for its role in historic and prehistoric development of the Arctic. This valley is further distinguished by the Unalakleet River, a component of the National Wild and Scenic Rivers System.

Recommendations: Establish a right-of-way adequate enough to protect the entire valley from intrusions which would interfere with these values.

Include the Kaltag Portage as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Clear, mark and survey the route tread, which still remains.

Construct a trail shelter in the vicinity of the Old Woman Cabin historic site. Initiate placing signs and regular maintenance.

Level 2 Site

22-MILE ROADHOUSE AHRS NOB-003 FEDERAL

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record through NAER-quality photos.

Record significant or unusual architectural features and details.

Identify in any Unalakleet Wild and Scenic River management planning.

Protect the site from future disturbance.

Allow structure to deteriorate.

Level 2 Site

TENMILE ROADHOUSE AHRS NOB-033 FEDERAL

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing ruins through NAER-quality photos.

Include in any Unalakleet Wild and Scenic River management planning.

Protect site from future disturbance.

Allow structure to deteriorate.

Level 1 Site

OLD WOMAN CABIN AHRS NOB-034 FEDERAL

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photos remaining structure at the site.

Record significant or unusual architectural features at the site.

In a historically sympathetic manner, construct a relief cabin in the vicinity of Old Woman for present and future trail use.

Identify the Old Woman site in any Unalakleet Wild and Scenic River management planning.

Protect historic site through existing Federal mandates.

Allow structure to deteriorate.

Level 2 Site

WHALEBACK SHELTER CABIN AHRS UKT-026 FEDERAL (?)

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record existing structure and ruins through NAER-quality photos.

Record significant or unusual architectural features and details.

Include as part of any Unalakleet Wild and Scenic River management planning.

Protect from future site disturbance.

Allow structure to deteriorate.

SEGMENT: Unalakleet to Moses Point

Predominate Ownership: PRIVATE WITH FEDERAL EASEMENTS

Recommendations: Mark and survey this generally well-defined route.

Construct a trail shelter on Federal land in the vicinity of Ungalik.

Level 1 Site

ISSAC'S ROADHOUSE AHRS PRIVATE

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photos remaining structures at the site.

Record significant or unusual architectural features or details.

SEGMENT: Moses Point to Solomon

Predominate Ownership: PRIVATE WITH FEDERAL EASEMENTS

Recommendations: Survey and mark the route, which is generally well-defined.

Establish a 1000-foot right-of-way.

Nominate, with landowners'/managers' concurrence, to the Natinal Register of Historic Places.

Establish a trail shelter in the Chuikak vicinity.

Level 1 Site

WALLA WALLA ROADHOUSE AHRS SOL-026 PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record through NAER-quality photos existing structures at the site.

Record significant or unusual architectural features or details at the site.

Rehabilitate and maintain existing structures at the site for continued use as a shelter.

Level 1 Site

PORTAGE ROADHOUSE AHRS SOL-027 PRIVATE

The structure was recorded to HABS standards in 1981.

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Protect the site.

Allow structure to deteriorate.

Level 1 Site

MCKINLEY CREEK ARC RELIEF CABIN

AHRS UNASSIGNED PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Document through NAER-quality photos.

Record significant or unusual architectural features and details.

Rehabilitate for continued use as a shelter.

Level 1 Site

DEXTER TRADING POST AHRS UNASSIGNED PRIVATE

Recommendations: Include, with owner consent, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Document the existing structure through NAER-quality photos.

Record significant architectural features and draw details on the structure.

Continue to preserve/maintain the structure. Preservation guidance and expertise would be available, at owner's request, through the INHT Staff.

Undertake a historic research project that focuses upon its significance in relation to whaling, herring fishing, and grubstaking of miners in the Golovin area.

Level 1 Site

BLUFF AHRS SOL-021 (INACTIVE) MINING CLAIM (FEDERAL)
Recommendations: Include, with owner concurrence, as part of a thematic Iditarod Trail nomination to the National Register of Historic Places.

Document existing structures through NAER-quality photographs.

Prepare a site map of the existing structures and mining features within the area.

Record all significant or unusual architectural features or details.

With owner concurrence, record and remove representative artifacts or objects for preservation and interpretation at exhibits and museums along the Trail. Due to Bluff's location in relationship to Nome, documentation of structures remaining at the site not only may provide additional information for the Bluff site but could serve to better identify and understand those structures built during the same period at Nome.

Prepare a detailed history of Bluff and its place in the gold history of the Seward Peninsula and along the Trail.

Level 1 Site

DICKSON

AHRS SOL-003

FEDERAL

SOLOMON RIVER and COUNCIL CITY RR

AHRS SOL-032

FED

The site, presently under Federal Ownership and partially within an existing highway easement, has been selected by Solomon Village.

Recommendations: Include as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Protect and preserve the site through withdrawal or cooperative agreement with the future owners (Solomon Village) that identifies continued preservation and an interpretive program.

Prepare a management plan for the Dickson and Solomon-Council Railroad site to include: a) construction of a 200-foot railroad bed for the train, b) stabilization of two of three locomotives and their cars, c) maintenance of the site to preserve and protect the ghost-like quality, and (d) relocation of the railroad stock to the new railroad bed.

Preserve and restore one of the three locomotives.

Stabilize and maintain existing warehouse structure at the site. Retain contents in abandoned warehouse atmosphere.

Document the entire site through NAER-quality photos with emphasis on documenting industrial marking on the locomotives and equipment within the area.

Record any significant or unusual architectural features or details.

The area should serve as a prime interpretive point on the Iditarod Trail.

SEGMENT: Solomon to Nome

Predominate Ownership: STATE

The State highway which connects Solomon and Nome closely follows the historic route. The road is maintained during the summer. The existing right-of-way is adequate.

Recommendations: Nominate the entire segment to the National Register of Historic Places.

Place highway signs to identify the highway as an historic route.

The Nuk site/district, through which a portion of the road passes is eligible for inclusion into the National Register because of its archaeological value.

Level 1 Site

SOLOMON ROADHOUSE AHRS SOL-031 PRIVATE

Recommendations: Include, with owner concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

At the owner's request, provide initial planning and preservation expertise for the protection and preservation of the structure.

Record through NAER-quality photographs.

Record through HABS architectural documentation.

Level 1 Site

SAFETY ROADHOUSE AHRS SOL-023 PRIVATE

Recommendations: Include, with the owner's consent, as a part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record, through HABS drawings, the original structure and any modifications to that structure.

Restore the structure to its original condition, considering adaptive reuse as a bar and residence.

Level 1 Site

CAPE NOME ROADHOUSE AHRS SOL-069 PRIVATE

Recommendations: Include, with the owner's consent, as part of the thematic Iditarod Trail nomination to the National Register of Public Places.

Work with the State Highway Department to ensure maintenance of the existing roadbed to the south of the roadhouse. The road presently protects the site from wind and sea erosion.

Explore the possibility of readapting this structure to a "bed and board" roadhouse operation typical of early travel along the trail. Restored use as a roadhouse would offer an alternative opportunity to visitors in the Nome area.

Record, through HABS drawings, the original roadhouse and any modifications to that structure.

Level 1 Site

FT. DAVIS AHRS NOM-002 PRIVATE

Recommendations: Include, with owner's concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Determine if any structures in the Nome area are from Ft. Davis.

Photograph to NAER-quality standards.

Record any significant or unusual architectural features or details.

Level 1 Site

ST. JOSEPH CHURCH, NOME AHRS UNASSIGNED PRIVATE

Recommendations: Include, with owner's concurrence, as part of the thematic Iditarod Trail nomination to the National Register of Historic Places.

Record to HABS-quality architectural standards.

Relocate to original location within the City of Nome.

Protect the structure for potential restoration.

Restore or adaptively reuse the structure so that it could once again serve as a church, or possibly as a visitor center, expanded city museum, or city theater. Reconstruct the landmark steeple that once stood with the church. Reconstruction of the steeple would once again provide a visual landmark of the city--the landmark that has served in the past to designate the end of the Iditarod Trail.

b. CONNECTING TRAILS

SEGMENT: Ungalik to Issac's Point (Baldhead)

Predominate Ownership: PRIVATE WITH FEDERAL EASEMENTS

The winter (land) route connecting Ungalik and Baldhead should be periodically marked and maintained. Cooperative agreements between private landowners and the Federal government should recognize public use of the historic route.

F. Research Recommendations

1. SUMMARY OF HISTORIC/ARCHITECTURAL RECOMMENDATIONS

Phase I - Iditarod Trail thematic nomination to the National Register of Historic Places:

- Recommend the 54 sites identified for inclusion in the National Register.
- Acquire owner concurrence for nomination.
- Nominate, with owner concurrence, the Flat/Iditarod area as a National Historic District.

Phase II - Photo documentation of historic Level 1 and 2 sites to National Architectural and Engineering Record (NAER) standards:

- Photograph, with owner concurrence, the 41 historic sites (identified in preceding recommendations) to NAER standards).
- Photograph the Flat/Iditarod townsites to NAER standards (about 60 structures)

Phase III - Recording of significant or unusual architectural features or details:

- Architecturally record the 33 Level 1 and 2 sites, identified in the previous section, to include: schematic site plans, schematic floor plans, schematic elevations, and specific architectural documentation of unusual features or details.

Phase V - Assemble, for educative/interpretive purposes, an historic structures/resources report to include the thematic nominations, NAER-photo project, and the architectural record program.

2. RECOMMENDATIONS FOR ADDITIONAL HISTORIC RESEARCH

The significance of the Iditarod Trail extends back beyond the gold rush era as a prehistoric Native trail and early historic route. Though relatively recent history, a comprehensive, scholarly history of the INHT has not been completed. Much of the written information is scattered and unpublished. In order to understand and to educate others to the significance of the Trail, an historic overview should be compiled which includes a discussion of major figures, themes, and events using the following framework:

Phase I - Data Gathering:

- General overview of available information.
- Review and additional compilation of historic maps, photos, diaries, and records.
- Incorporation of existing oral historic interview.
- Preparation of comprehensive bibliography.

Phase II - Research to Define the Historic Framework, to include:

Descriptive Geography
Prehistory/Contact
Russian Period
American Period
Gold Rush Era
Present Development

Phase III - Theme Development, to include:

Exploration, Mining, Hunting, Fishing, Trapping Communities, Cultural Values, Dog-sledding, Transportation Roads and Trails, River Transportation, Aviation

a. Recommendations for Oral History Documentation

In the course of preparing this management plan, the INHT Project Office instituted an oral history program on the Iditarod Trail which revealed the extensive knowledge people have of the Trail, of its location, its folklore, and the lifestyle along the Trail--information that is seldom published and that is fast disappearing.

Contracting for the gathering of information will be with local historical societies, etc., under the supervision of a professional historian and will serve to establish oral history programs in many areas along the Trail.

b. Recommendations for Archeological Research

Archaeological research should be focused on those sites where the relationship between prehistoric and historic settlements and activities can be documented, and conducted in conjunction with other work at selected Level 1 sites. Archaeological research which is required as part of any restoration or reconstruction activities, will reveal, for example, information on the prehistoric and early historic context of an Iditarod Trail roadhouse; the nature of the prehistoric settlement at the site, the date and nature of European contact, Native lifeways during the gold rush era, and even the history of the construction of the structure itself. Such information is a fundamental part of the historic significance of a site and would contribute immensely to our knowledge of the trail and to a visitor's appreciation of its significance.

Initiate a three-phase ethnohistorical/archaeological research program for the INHT to include:

Phase I - Complete an ethnohistorical study of the prehistoric trail system which the INHT system overlays.

Complete an ethnohistorical review of Native involvement in the INHT.

Incorporate information gathered in Phase I into the historic overview.

Phase II - Research and investigate the 17 sites identified under cultural significance as having an Iditarod component in order to better understand and interpret the role of the Alaskan Native in development and establishment of the Iditarod Trail System:

Phase III - Phase I, Phase II, and a refined research focus could result in additional investigation of specific sites.

c. Recommendations for Preservation of Historical Photographs, Maps, and Documents

The Iditarod National Historic Trail Office, in cooperation with other landowners, will strive to secure historic photographs, maps, and other significant documents for archival protection within the State of Alaska. In the course of this project, invaluable records have been discovered and will continue to appear as future research takes place.

The Anchorage Historic and Fine Arts Museum has agreed to act as an interim (and possible long-term) repository for archival documents and any artifacts that may appear through donation. [NOTE: the INHT Project Office will not advocate active collection or removal of artifacts from the Trail without proper documentation.]

Programs may exceed the initial contract by creating an interest in the region and by providing professional training.

3. RECOMMENDATIONS FOR SCENIC QUALITY MANAGEMENT

In cooperation with the Trail landowners, prepare a scenic resource management plan for each of the A, B, and C land categories. Priority in management evaluation/consideration will be given first to Category A then B, and finally C.

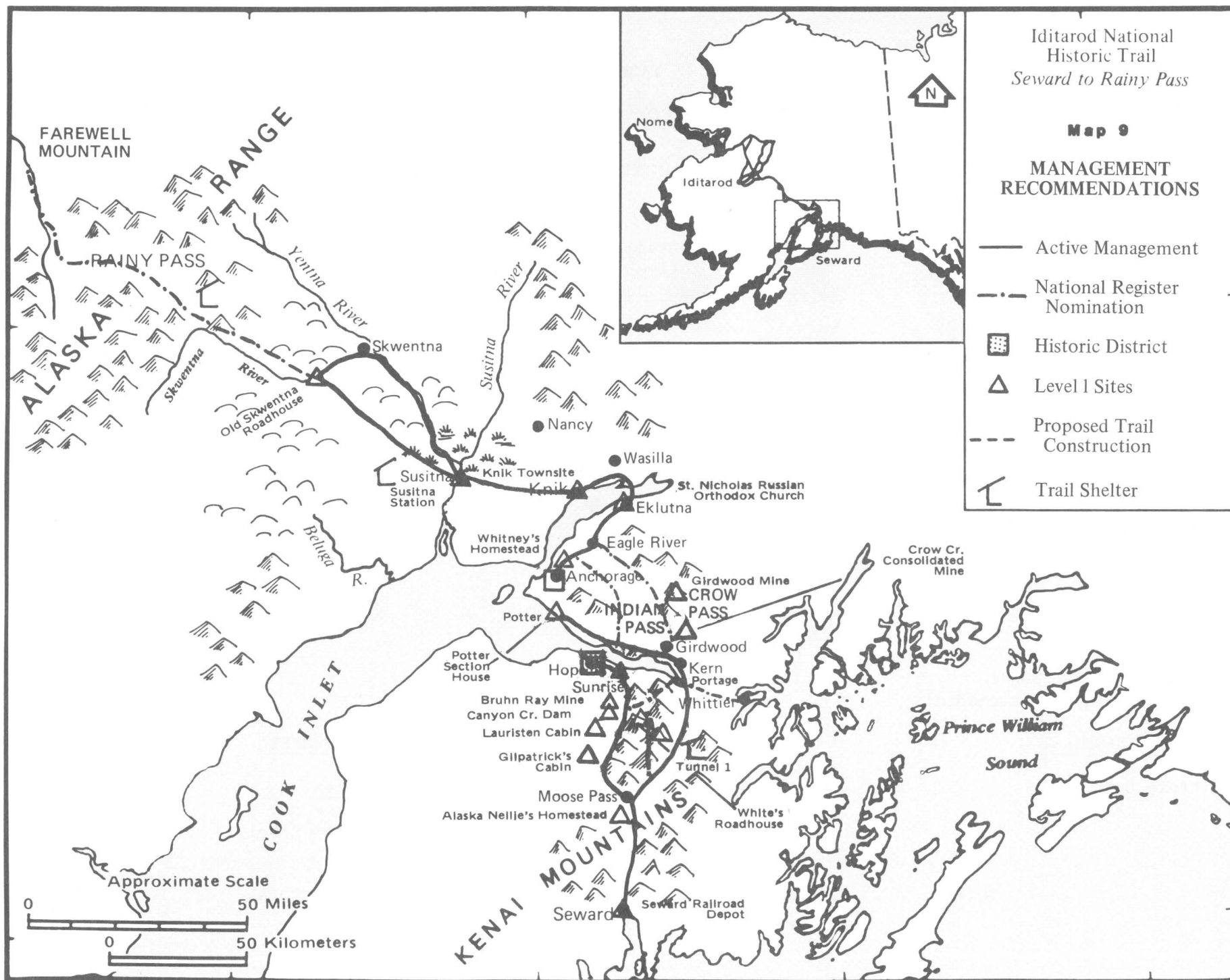
The plan would:

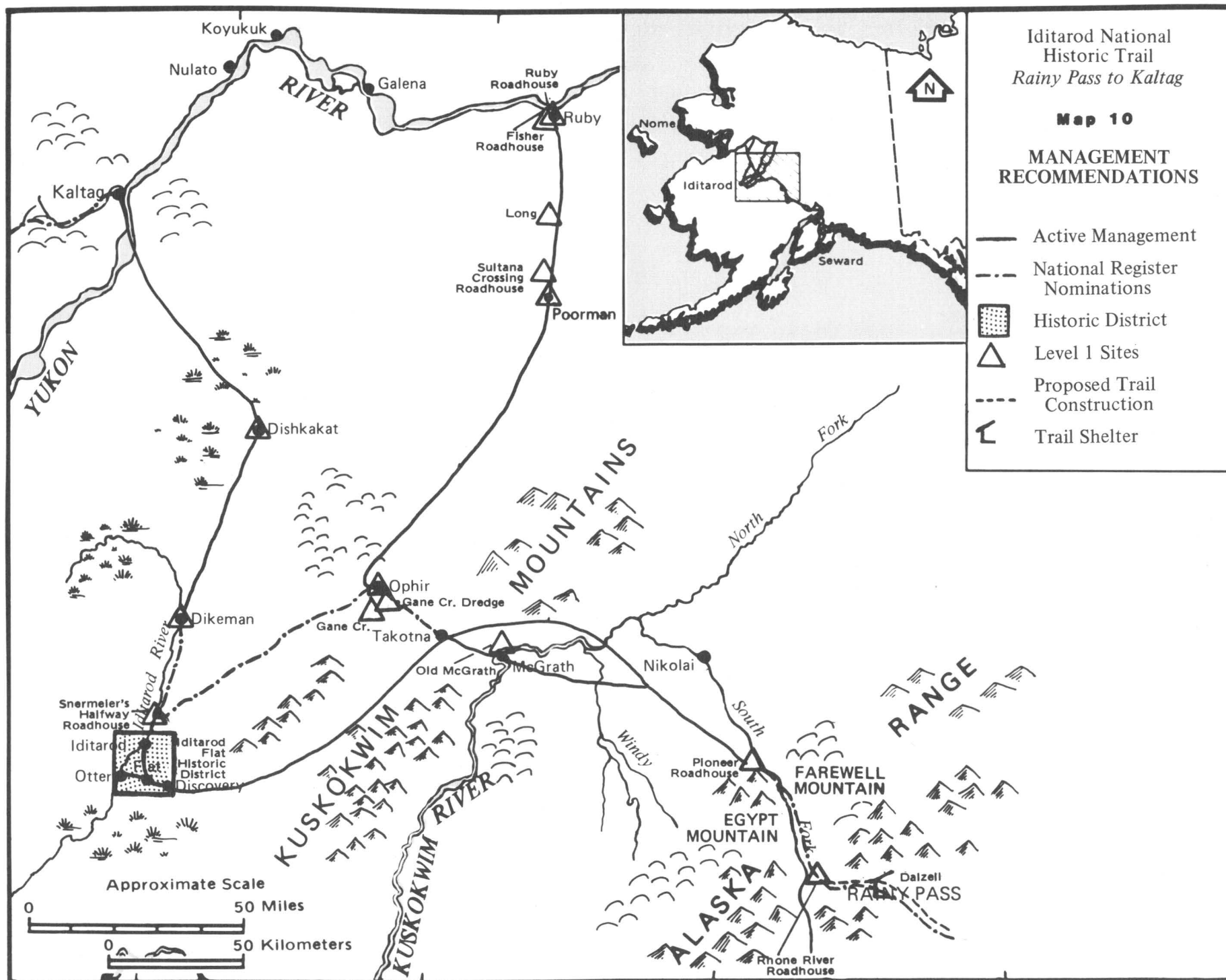
- Establish planning and design criteria for development along the historic Trail. As part of this planning effort, prepare a boundary (resource) map using photogrammetry and automatic data processing programming.
- Identify natural landmarks or areas most sensitive to development or use.
- Establish right-of-way widths.
- Establish a photographic program at designated sites along the Trail in order to record the evolution of the Trail. The photographic program would respond to landscape types (A,B,C) and sensitive viewing areas.
- Identify and protect the visual resources that are most typical of the historic texture and usage of the Trail.
- Nominate to the National Register highly scenic or visual areas in conjunction with the historic resources found within the area.

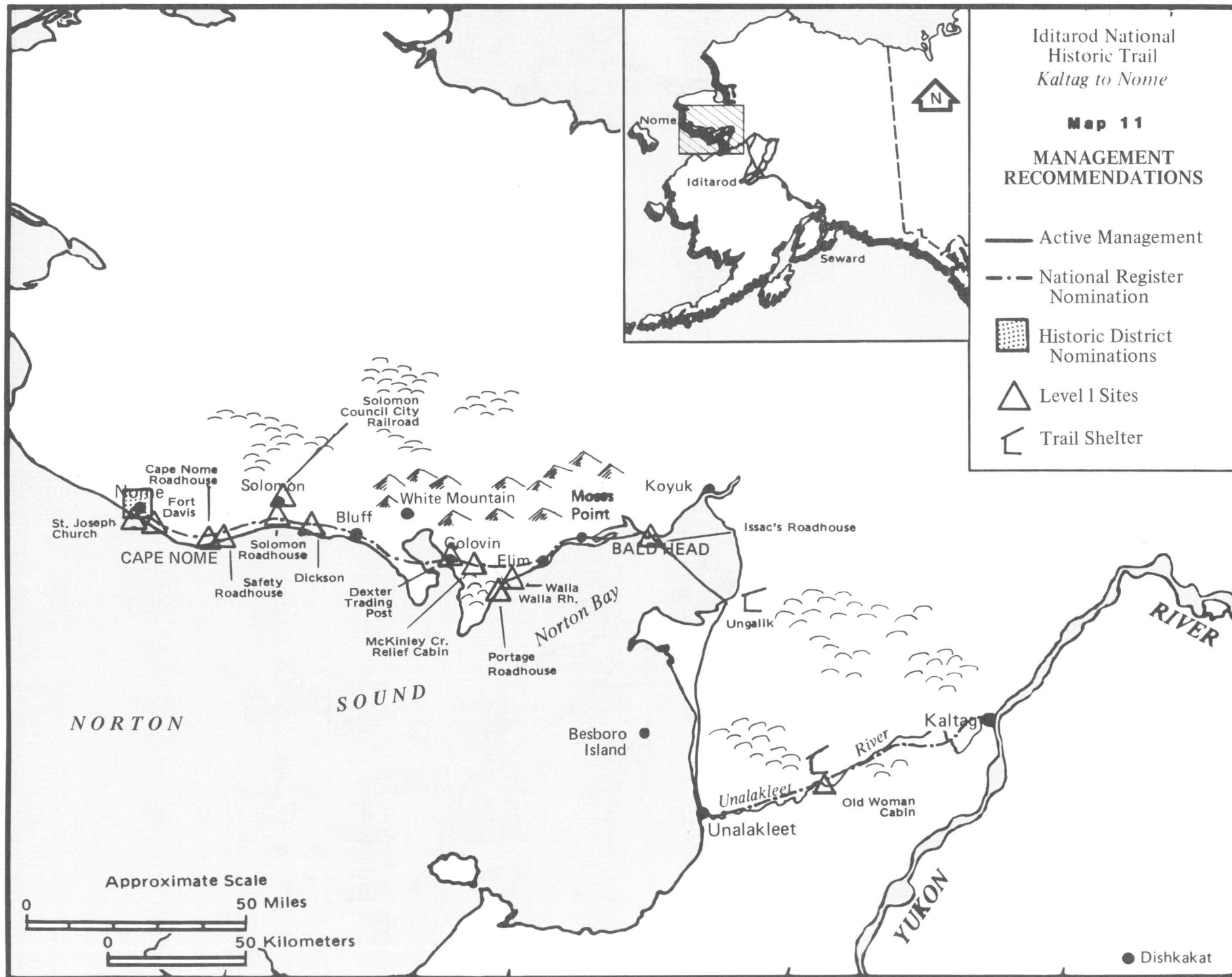
TABLE 9

MANAGEMENT RECOMMENDATION SUMMARY

TRAIL SYSTEM SEGMENTS			HISTORIC SITES	
Percentage of Actively Managed Segments		Number of Sites		
ACTIVE MANAGEMENT	Miles	ACTIVE MANAGEMENT		
-Federal (USFS, BLM, USFWS, U.S. Army, Alaska Railroad)	388	-Level 1 Sites		
		Federal		12
		State		11
		Local Government		2
		Private		23
-Federal Easements through Native Lands	247	-Level 2 Sites		
		Federal		25
		Non-Federal		31
-State Selected (currently managed by Federal government)	267			
-State of Alaska (includes tentatively approved lands, water bodies, state roads and highways)	502			
-Local Government	18			
-Private (without public rights-of-way or easements)	38			
MINIMUM MANAGEMENT		MINIMUM MANAGEMENT		
Multiple Landowners	804	-Level 3 Sites		261
		(land status not completed on Level 3 sites)		
TOTAL	2264 Miles	TOTAL		364 Sites







*"We've struck the pay in Ruby,
Let the cry go far and wide,
And old sourdoughs Outside
Will come back and be surprised
When they hear we've got the pay in Ruby."*

WE'VE GOT THE PAY IN RUBY
Ruby Reed Citizen
February 10, 1912

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Ruby, Yukon River, 1912

The Management Program

A. Cooperative Management System

1. MANAGEMENT PHILOSOPHY

The Iditarod Trail was improved and maintained by the U.S. Alaska Road Commission (ARC) to provide a safe and sure way for early travelers to cross the wilds of Alaska, but it was those people who lived in the communities and traveled along the length of the trail who "managed" the route--who often reset tripods, repaired and cleared roadways for wagon, sled, and foot travel, constructed roadhouses, and occasionally constructed better routes.

Even National Trail status for the Iditarod was prompted and made possible by citizen support.

In considering possible management approaches for a 2,300-mile Trail System which crosses various Federal, State, local, and private landholdings, a cooperative management system similar to the one used during those early days seems most appropriate. Though the Federal and State governments may take the lead in the reestablishment and reconstruction of the important segments of the historic route, it is the trail users who can keep the historic Iditarod a viable transportation link and a recreational and cultural resource in Alaska.

Private management of federally designated trails is by no means a new concept. The Appalachian Trail Conference, a nonprofit organization, initially determined the route and coordinated the work of the clubs and individuals who made the 2,100-mile Appalachian National Scenic Trail a reality, and now this private management organization works with the Federal government to protect and care for the Trail.

Through cooperative agreements, Federal, State, local, and private landowners as well as interested groups and individuals, using this plan as guidance, will work toward a common goal in the management and protection of this historically significant Trail.

2. MANAGEMENT ROLES AND RESPONSIBILITIES

The cooperative management system for the Iditarod National Historic Trail will be a partnership made up of the Federal land managers already responsible for sections of the national historic Trail; State, local, and private landowners/managers who have entered into cooperative agreements supporting the historic trail management concept; and the private management organization, who will accept major responsibilities for carrying out on-the-ground work on the Trail. A Federal trail coordinator will be responsible for the coordination of efforts of all trail partners.

a. Federal Land Management Agencies

With the passage of Public Law 95-625 in 1978, the Bureau of Land Management, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the U.S. Army, and the Alaska Railroad automatically became management partners when the Iditarod became a national historic trail. The management of the Trail ultimately remains the responsibility of the Federal land manager across whose land the Trail passes.

These agencies will ensure that specific objectives and practices are observed in the protection and use of the Iditarod National Historic Trail and will prevent or mitigate any actions which may compromise the historic integrity of the national historic Trail. Consulta-

tions with the trail coordinator, and if necessary the Iditarod National Historic Trail Advisory Council, will be conducted about proposed management actions on or near the Trail which are contrary to the management intent of this comprehensive plan.

b. National Trail Office

Though an Iditarod National Trail Office will not have direct line authority in the management of the Iditarod Trail, this office will be essential in coordinating the overall management of the historic Trail.

It is recommended that the Iditarod National Historic Trail Office be under the direction of the Bureau of Land Management and be staffed by a trail coordinator, an historian/interpretive specialist, and a secretary, with seasonal specialists employed as needed.

The responsibilities of the trail coordinator and staff will include:

(1) Cooperative Management

- Functioning as liaison between the land managers, the private trail organization, and the trail users.
- Preparing cooperative agreements as needed.
- Promulgating and issuing regulations which have general application along the Iditarod.
- Coordinating permitting for commercial/competitive events on Federal lands.
- Acquiring lands or interest in lands identified in this management plan.

- Coordinating budgeting with Federal agencies and assisting other agencies.
- Publishing standard practices to be observed in trail and site maintenance (marking procedures, construction and maintenance, trail shelters, applications, clearing standards, off-road vehicle information, etc.).
- Calling Advisory Council meetings and coordinating those activities.
- Complying with the National Historic Preservation Act of 1966 and preparing applicable documents.
- Coordinating search and rescue efforts.

(2) Research and Planning

- Coordinating and performing basic historic and archeological research and architectural planning relating to the Iditarod National Historic Trail.
- Continuing the compilation and annotation of oral history.

(3) Interpretation

- Implementating an interpretative plan for the Iditarod National Historic Trail for agencies to use.
- Establishing an exhibit and information outlet in the Anchorage Federal Information Center (in accordance with ANILCA, Section 1305).
- Establishing interpretation centers at Seward, Nome, and Portage, and other areas as needed.

(4) Protection

- Preparing conceptual plans for the protection, interpretation, and management of historic sites in management category Level 1.
- Reviewing applications for certification of non-Federal Trail segments and forwarding them to the Secretary of Interior with analyses and recommendations.

(5) Construction

- Erecting initial signs and clearing all Trail segments designated for active management.
- Relocating primary and connecting routes if subsequent research or management indicates the need.
- Constructing and/or stabilizing specific sites and segments.

(6) Maintenance

- Coordinating between land managers/owners and Trail Blazers, trail, structure, and sign maintenance.

c. The Private Management Organization

The "Iditarod Trail Blazers" is a private, nonprofit organization formed in 1972 to locate, clear, place signs, and protect the historic integrity of the Iditarod Trail. This organization, made up of people with interests, has volunteered to take on a major part of implementing this management plan.

Through cooperative agreements, the Iditarod Trail Blazers will assume the responsibilities of:

- Coordinating the volunteer services of individuals and member clubs to assist in fulfilling the goals and objectives of this plan.
- Assisting land managers in clearing, placing signs, and marking Trail segments designated for active management.
- Assisting the Federal and cooperating land managers in construction and maintaining approved shelters.
- Assisting the land managers in problems related to visitor use or resource damage.
- Assisting the trail coordinator in manning seasonal offices and interpretive centers along the Trail.
- Assisting in maintaining, patrolling, and placing signs for historic structures along the Trail.

d. Non-Federal Land Managers

State, city, municipal, or borough land managers responsible for Trail segments or for historic sites identified in this management plan are encouraged to enter into cooperative agreements with the Federal government.

Cooperative agreements will define actions which are consistent with the management on a segment-by-segment or site-by-site basis and may cover one or more of the following areas: public access, National Register nominations, certification for inclusion into the National Trail System, interpretive programs, and Federal revenues or incentives for actions taken on historic and non-federally owned properties.

The State of Alaska, which manages over 60 percent of the entire Trail System, supports the goals, standards,

and practices set forth in this comprehensive plan and is likely to be the first partner to enter into a cooperative agreement with the Federal government.

e. Private Landowners

Private landowners, including Native villages and regional corporations owning portions of Trail segments identified for active management or owning historic sites will be encouraged to enter into cooperative agreements with the Federal government. Such inclusion by the landowner may afford certain tax advantages or Federal assistance in maintaining and managing these privately-owned sites or segments.

Cooperative agreements will formally recognize Trail segments which currently have public rights-of-way or easements and will detail standards for marking and maintaining specific Trail segments.

Trail segments on private land without public rights-of-way or easements can also be recognized as having historic, cultural, or natural significance and/or potential for future inclusion into the National Historic Trail System when the landowner desires. These agreements will be pursued through the National Trail Office.

f. Iditarod National Historic Trail
Advisory Council

The Secretary of the Interior has appointed an Advisory Council to consult about matters relating to the Trail, including selecting rights-of-way, standards for erecting and maintaining markers, and administering the Trail. This Advisory Council has reviewed and approved the management concepts prior to its submission to Congress. The Advisory Council's critique and advice will be given to the Bureau of Land Management during the implementation of the plan. The present Advisory Council membership is shown in Appendix 2.

B. Trail Management Guidelines

In addition to recommendations relating specifically to the management of specific sites and segments (Section IV), guidelines regarding traditional, existing, and future uses of the historic Trail System need to be clearly defined and understood by all partners of the cooperative management system, by users, and by the public-at-large.

1. UNIFORM TRAIL MARKERS

The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for each national recreation, national scenic, and national historic trail. Where the trails cross lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary and where the trails cross non-Federal lands, in accordance with written cooperative agreements, the appropriate Secretary shall provide such uniform markers to cooperating agencies and shall require such agencies to erect and maintain them in accordance with the standards established. (National Trails System Act, as amended. P.L. 90-543.)

The standard National Trails System symbol with the Iditarod Historic Trail logo, as shown in Figure 1, will be used on sites and segments certified for inclusion into the Iditarod National Trails System, as recommended for adoption by the Iditarod National Historic Trail Advisory Council in May 1981.



Standard Symbol
Iditarod National Historic Trail
Figure 1

The official marker conforms to the shape established for trails within the National Trails System. The symbol is a representative of the historic use of the trail--winter travel using sled and dogs by miners, merchants, mailrunners, and residents.

The gold leaf on bright royal blue background marker will be available in three sizes: 3½-inch, 9-inch, and 18-inch, constructed from .040-inch and .080-inch aluminum substrate with a reflective "Scotch" sheeting. The 3½-inch markers will be used to mark recreation side trails; the 9-inch markers will designate trailheads and/or highway retracement routes off

the designated highway route; the 18-inch marker will mark the designated highway route and/or wherever the trail crosses a major or secondary highway. Deviations from these standards may be allowed for special conditions. These exceptions should be coordinated through the National Trail Office.

a. Signs and Markers Along Trail Segments

Because of the diversity of the country through which the Trail passes (eg. swamps, riverbeds, sea ice, treeless mountain passes, and areas of cultural modification), trail marking techniques include metal reflectorized Iditarod National Historic Trail symbol, rock cairns, tripods, blazes, and brands.

These signs and markers will identify the historic Trail at public access points, safely guide travelers along the Trail route, and provide information (such as distances to features and facilities, and historical significance) to visitors.

The National Trail Office will publish a segment-by-segment guide for placing marks and signs, which will be developed in cooperation with the land manager/owner and the Iditarod Trail Blazers and will be updated periodically. The following general standards will apply to trail segments certified for inclusion into the National Trail System:

Highway Signs: The Iditarod National Historic Trail symbol will be used on segments overlain or crossed by State highways. The symbol may be used as a highway marker or incorporated into interpretative signs at pull-offs or historic sites. Actual locations of highway markers will be specified in cooperative agreements between the National Trail Office and the State of Alaska.

Railroad Signs: Trail segments overlain by the Alaska Railroad will be uniformly marked with the INHT symbol at intersections with other public travel routes or

along the State highway system where the highway closely parallels the actual historic route.

Forested Areas: Trail segments through forested areas will be marked with the INHT symbol at trailheads, intersections, and at intermediate points. In addition, blazes on trees may be used, as well as brands with the INHT symbol. Single blazes will assure the traveler of being on the correct course, double blazes--one below the other--will be used when an abrupt change in direction occurs or special attention is required. In areas primarily used by winter travelers, painted orange blazes may be used where high visibility is especially needed. It will be the responsibility of the individual land manager to select the marking techniques most appropriate for Trail segments.

Tundra-Alpine Areas: Trail segments through areas without trees or cultural modifications will be marked with cairns or tripods. The INHT symbol may be used in conjunction with cairns and tripods.

Historic Sites: The INHT symbol will be used on all actively managed historic sites.

Trailheads: Signs and bulletin boards should be installed at all major trailheads (entrance, parking areas, etc.) to inform the user of the nature and conditions of the Trail, the history of the Trail, the meaning of different types of trail markings, rules and regulations, emergency procedures, points of interest, and other information.

2. PUBLIC RIGHTS-OF-WAY, EASEMENTS, AND ACQUISITIONS

The study report, The Iditarod Trail (Seward-Nome Route) and Other Alaskan Gold Rush Trails recommended:

"The legislation designating the trail should include provisions for acquisitions, reten-

tion, or dedication of historic sites, and for a right-of-way or easement along most or all of the route to protect historic values and segments for potential future recreational trail development and to insure continued public travel along the various segments."

The following tentative guidelines and those found in Tables 12 and 13 are recommended for establishing rights-of-way. The final determination, as required by legislation, will not be made without involving adjacent landowners, the State of Alaska, user and interest groups, and the public-at-large. Final rights-of-way for the Trail will be published in the Federal Register.

Right-of-way and easement recommendations vary according to landownership, management category (active or minimum), topography, and previously established rights-of-way or easements.

a. Federally Managed Lands

A minimum 1000-foot right-of-way will be established on federally managed Trail segments recommended for both active management and National Register nomination.

A right-of-way of 100 to 1000 feet will be established on Federal lands recommended for active management alone.

On existing Federal railroad, highway, and road rights-of-way no additional public right-of-way is recommended.

A minimal right-of-way to preserve public access for possible future active management will be established for the 804 miles of the Trail System recommended for minimum management because of remoteness, terrain, and low historic, cultural, natural, and recreational significance.

b. State and Local Government Lands

For Trail segments on State patented lands or on lands tentatively approved for patent under the Alaska Statehood Act or patented local government lands, rights-of-way consistent with those on federally managed lands are recommended.

On lands that have been selected by the State, but not yet conveyed nor tentatively approved for conveyance as of the date of passage of the Act (November 10, 1978), it is recommended a Federal right-of-way be retained as provided for in the Act:

Whenever the Secretary of the Interior makes any conveyance of land under any of the public land laws, he may reserve a right-of-way for trails to the extent he deems necessary to carry out the purposes of this Act. (Section 7(h), National Trails System Act, as amended).

c. Private Lands

Existing and proposed Federal easements through Native lands which overlay or closely parallel the actively managed historic route will be recognized and uniformly marked as the historic Trail after the Trail segment is certified.

Where no existing or proposed easements exist across Native lands, there may be cooperative agreements to recognize and use specific Trail segments.

No additional easements or restrictions will be negotiated for National Historic Trail management purposes unless special circumstances warrant an additional agreement between the Federal government and the Native corporation.

On other (non-Native) privately-owned lands where no public rights-of-way or easement exists, cooperative agreements can be made with the Federal government allowing for public use of the historic route. If private landowners reject public use of the historic route, alternate routes will be explored.

Acquisition of private lands is recommended only for the 1½ miles of private land in Knik which connects the road system with the historic Trail System. The Bureau of Outdoor Recreation in 1977 also recommended this acquisition as found in their report to Congress. A 300-foot-wide fee simple purchase or an adequate easement for this access point should be consummated or an exchange for other unappropriated Federal lands should be pursued.

3. TRANSPORTATION AND OFF-ROAD VEHICLE USE

As well as being an important historic resource, Trail segments making up the Iditarod National Historic Trail system are also vital transportation arteries in the State of Alaska. In designating the Trail System as a national historic trail, Congress intended to honor the existing uses of the trail segments.

a. Motorized Use

Section 7(c) of the National Trails Act (as amended through P.L. 95-625) states:

"Other use along the historic trails...which will not substantially interfere with the nature and purpose of the trail...including the use of motorized vehicles, shall be permitted...."

Local people use substantial segments of the historic route near Bush towns and villages in traveling between villages, camps, and mining, hunting, trapping, and fishing areas. In the

summer, motorboats use the Yukon River segment of the Trail; most of the local use during winter is by snow-machine and to a lesser extent, dogsled and snow-shoeing. Such traditional uses will continue where they already exist. Other motorized activity within actively managed segments is prohibited except for activities specially authorized by the land manager.

Within the Chugach National Forest, no summer motorized use is allowed on the historic trails which are currently used as hiking trails. The Crow Pass-to-Eagle River traverse is closed to motorized use during the entire year within both the National Forest and Chugach State Park. Similarly, Indian Pass, within the State Park, is also closed to motorized use year-round.

Specific closures to motorized use along the historic route may be made by individual land managers. The National Trail Office will assist in publicizing and coordinating Trail closures and will assist in processing public requests for authorized use along the historic Trail.

Emergency closure to motorized use of any federally managed land along the Trail may occur at anytime if conditions so dictate. Notification of such closure shall be announced in the Federal Register, as well as in newspapers within communities along or adjacent to the Trail.

Nothing in this management plan should be construed as denying motorized access to private landowners. Those who feel that their access is being denied or compromised will be encouraged to contact the trail coordinator's office, which will work with the appropriate land manager to identify a reasonable and prudent route.

Dealing with potential conflicts between motorized use and the historic significance of the Trail is a part of the public information program. The National Trail Office shall prepare information needed to inform the public of these potential conflicts. An ongoing multi-

agency program, both Federal and State, is required at all levels.

b. Highways and Other Transportation
Corridors

Section 7(g) of the National Trails System Act (as amended through P.L. 95-625) states:

No land or site located along a designated historic trail...shall be subject to the provisions of section 4(f) of the Department of Transportation Act unless such land is deemed to be of historical significance under appropriate historical criteria such as those for the National Register of Historic Places.

Section 4(f) of the Department of Transportation Act of 1966 (P.L. 89-670), as amended, states as national policy:

"...that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifically requires that the Secretary of Transportation

...shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands traversed. After the effective date of the Federal Highway Act of 1968, the Secretary (of Transportation) shall not approve any program or project which requires the uses of any publicly owned land from a public park,

) recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of the land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use.

) Section 4(f) of the Department of Transportation Act will not apply to the Federal Alaska Railroad right-of-way.

) On non-Federal land, Section 4(f) will apply to Trail segments and sites recommended in this plan to be nominated to the National Register of Historic Places, and to non-Federal land where the landowner/manager has, in cooperation with the National Trail Office, applied to the State Historic Preservation Officer to include their properties into the National Register.

) If a transportation project or program would effect sites designated for active management, section-4(f) considerations may require rerouting or special design if there is no reasonable and prudent alternative to mitigate the potential impact.

) Further, any surface-disturbing activities occurring on federally managed lands along the Trail must follow the guidance mandated by legislation and regulation regarding the management of cultural resources. Specific legislative requirements are described by the National Historic Preservation Act of 1966, the Historic Sites Act of 1966, the Antiquities Act of 1906, and other applicable legislation.

Although the State of Alaska Department of Highways currently is not proposing any construction of new roads along the historic route, a highway department planning map, dated July 1974, identified possible long range needs for surface transportation along most of the route.

4. COMMERCIAL/COMPETITIVE ACTIVITIES

On Federal land, when two or more commercial/competitive activities requiring Federal permitting will potentially interfere with one another, preference will be given to the activities whose purposes align most closely with the historic nature of this Trail.

Permits for all commercial or competitive events requiring the permission of two or more landowners shall be coordinated through the trail coordinator so that the public or the user group will not be plagued with unraveling the landowner infrastructure. The trail coordinator shall also assist the public by providing information regarding permissible or nonpermissible uses along the Trail regardless of landownership.

5. MINING

It was primarily the mining activities along the Trail that made the Iditarod historically significant in Alaska and America's history. The mining activities near Hope, Girdwood, Ophir, Flat, Iditarod, Poorman, Ruby, and along the Nome coast are a continuation of similar activities that have been going on, depending on market conditions, for over seventy-five years. Most of this land, primarily because of its mineral value, is privately owned. Nothing in this plan or in the enabling legislation that included the Iditarod within the National Historic Trails System was meant to prohibit or prevent existing mining activities or to prevent a logical progression of current mining operations.

6. WILDFIRE/PRESCRIPTION BURNING

Recognizing that wildfire is a natural phenomenon in Alaska and that land management agencies and private landowners use prescription burning for various management reasons (moose habitat improvement, seedbed preparation, etc.), agencies will retain options for using fire as a management tool in the vicinity of the Iditarod Historic Trail segments. Land managers will notify the trail coordinator of prescribed burn plans adjacent to actively managed segments in order to jointly assess the environmental impact.

7. CONSTRUCTION

All members of the cooperative management will share responsibility for construction projects.

a. Reconstruction

Trail reconstruction or the reestablishment of Trail segments and reconstruction of historic structures has been recommended and approved for certain sites due to the high potential for historical interpretation and outdoor recreation.

b. Shelter Cabins

Trail shelters may be built on federally managed lands to support recreation activities if the shelters are compatible with the surrounding environment and the design consistent with the historic structures of the Trail. The specific design, size, location, and maintenance program must be submitted for review by the National Trail Office for comment and advice. Where possible, existing cabins will be used for temporary shelters for travelers and visitors.

It is stressed that constructing trail shelters is considerably easier than maintaining them year after year because of severe snow-loading, freeze-thaw ef-

fects, and other ravages of the extreme Alaskan environment. It must be satisfactorily proven to all management parties that such shelters are feasible, needed in the best interest of the public, and that they will be maintained. Shelters constructed by landowners or land managers along the Trail should [when possible], also be consistent with the historic use of the Trail. Guidelines for shelter construction and maintenance will be drafted and published by the trail coordinator.

Shelter construction is not recommended at Level 1 historic sites, but is recommended along the Trail and at Level 2 and 3 sites pending appropriate evaluation.

8. MAINTENANCE

Maintenance of the Iditarod National Historic Trail will be concentrated along the primary route and along connecting trails in the active management category and will include trail marking and clearing, sign maintenance, and shelter maintenance.

The success or failure of the future management of the Iditarod National Historic Trail, particularly between Knik and Nome, will greatly depend on the use of volunteers to mark, establish, maintain, and patrol the Trail. Volunteers authorized by the trail coordinator, will, under specific stipulations, be allowed to use government-owned equipment, fly in government-owned or chartered aircraft, and to lodge and subsist in government quarters when performing official authorized trail activities. When funding is available, every effort will be made to provide the use of aircraft or fuel for volunteers working along the Trail. Funding is sought to provide partial support to the Iditarod Trail Blazers until the time that organization becomes self-sustaining. These requests are shown in Section VI.

After reconstruction/stabilization of certain sites, it is recommended that the Federal land manager allow a caretaker to reside at the site to maintain the struc-

ture and inhibit vandalism or misuse of the buildings and related artifacts. At such sites, an adjacent building of compatible architecture must be provided for travelers. It is further understood that all the historic structures will be available to the visiting public. Guidelines for such a program will be initiated by the National Trail Office with full assistance from the land manager and other interested parties.

C. National Register of Historic Places

The National Register of Historic Places is a list of historically significant structures, sites, and objects. It is a tool that provides a consent period before federally funded projects may disturb or destroy those significant structures, sites and objects. It is a means of forcing Federal project managers to think before they act--to find an alternative if one exists.

The National Register is not a tool that forces property owners into doing something with their property that they choose not to do. It is not a "hallowed" list of all structures, sites, and objects to be reserved or left untouched. The National Register does not provide a means for the Federal government to acquire more land.

The Iditarod National Historic Trail is one of a new breed of nationally commemorated (and legislated) areas and events that has been protected by Congress. If the historic trail was, as an example, a national historic park in the National Park Service system, all areas within the trail corridor would be automatically eligible for the National Register (and thus listed), even though some segments might be considered as "not contributing to the commemoration of the historic event."

However, nomination of specific trail sites and segments is necessary, because prior to any action on or along the Federal portions of the trail as a result

of a Federal impact, Section 106 of the 1966 Historic Preservation Act must be complied with. The 106-review process is handled by the National Advisory Council on Historic Preservation who can comment only upon those sites that are eligible for or included within the National Register--the Iditarod Historic Trail is not listed in the National Register.

Section 106. The head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in the National Register. The head of any such Federal agency shall afford the Advisory Council on Historic Preservation established under title II of this Act a reasonable opportunity to comment with regard to such undertaking.

The management recommendations and actions for the Iditarod National Historic Trail may affect several National Register sites along the trail.

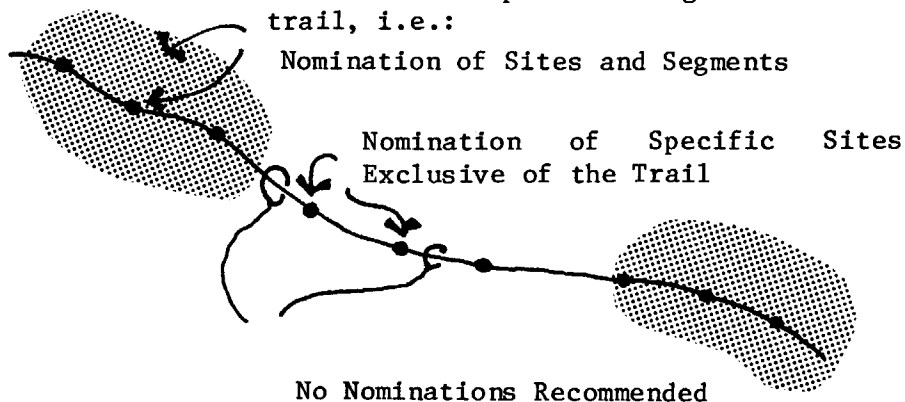
Private or State landowners along the Iditarod that choose to apply for matching Federal Historic Preservation funds and Tax Act certification, must have their properties listed individually on the National Register of Historic Places.

The National Register process would allow inclusion of unidentified properties associated with the Iditarod Trail (not identified in the management plan) into the historic trail designation.

The Iditarod National Historic Trail is considered as eligible for inclusion onto the National Register of Historic Places as a result of its designation by Congress. Because of the significance of this national resource, the following actions have been taken:

- a. The proposed management plan has been submitted to the State Historic Preservation Officer for forwarding and comment by the Advisory Council on Historic Preservation.
- b. The Iditarod National Historic Trail Management Plan has been completed and submitted to Congress by October 1981. (Comments and determination of eligibility by the Advisory Council are not required, but comments from the State Historic Preservation Officer were requested.)

- 1) The Plan proposes that the project coordinator in conjunction with the State Historic Preservation Officer undertake a thematic nomination (after submission of the plan to Congress) to the National Register of Historic Places for identified portions of the Trail under Federal ownership. The nomination would address specific sites along the trail and nomination of actual trail tread within specified segments of the trail, i.e.:



NOTE: Non-Federal owners will be responsible for nominations within their areas, possibly in cooperation with the trail coordinator. No action will be taken on private land without the express consent of and initiation by the individual land owner.

It is the recommendation of the Project Office and the State Historic Preservation Officer that the thematic nomination offers the most flexible and open-ended procedure for applying National Register designations and will serve as a criteria basis for inclusion of non-Federal sites into the Trail by the Secretary of the Interior (as required under the National Trail Systems Act of 1978).

- c. With approval by Congress of the management plan and prior to any activities affecting the Federal portions of the trail, Section 106 procedures for the entire plan or on an individual activity will be completed (i.e., a 106 statement will not be required for submission of the plan). Given the number of Federal landowners along the trail, the 106 procedure must be done cooperatively.

Structures, sites or objects on the National Register are eligible for consideration for receipt of Federal historic preservation fund grants (when available) or tax advantages.

D. Information/Interpretation

Because a majority of the people will never experience a dogsled ride through Rainy Pass, or visit the abandoned town of Iditarod, or spend a winter's night in a restored roadhouse along the Iditarod, an information/interpretation program has been proposed (see Appendix 6) to interpret the history of the Trail away from the Trail, as well as at key historic and visitor

) contact points along the Trail. If implemented, this program will represent the most contact most people will ever have with the Iditarod Trail.

) Implementation of this information/interpretation program would be a multi-agency endeavor, with the National Trail Office serving as a coordination center for the various landowners and agencies involved. The Federal land management agencies and the State of Alaska would be the primary partners in the public contact program, but local governments, individual landowners, and volunteers from Iditarod Trail Blazers would play key roles.

) Visitor centers, waysides, and key historic sites along the Trail as well as airports, museums, and ferry terminals are identified and recommended for informative/interpretive exhibits. Audiovisual materials, such as films, videotapes, and sound/slide programs are proposed in order to leave the viewer with an appreciation of the evolution of the Trail and the people and events that made it significant.

) A trail guide is proposed to provide specific information to both potential travelers and persons interested in the history. A brochure is proposed to be distributed along the Trail at visitor contact points. Interpreters from cooperating agencies and volunteer groups would provide personal services to visitors stopping at key contact points.

) The interpretation/information program has been given much emphasis in this comprehensive plan. The effort eventually spent by all agencies, groups, and individuals in the interpretation/information program may well prove to be the greatest investment in the preservation and appreciation of the Iditarod National Historic Trail.

TABLE 10

PRIMARY ROUTE RECOMMENDED FOR ACTIVE MANAGEMENT	MANAGEMENT RESPONSIBILITY										MANAGEMENT RECOMMENDATIONS										TOTAL MILES/NATIONAL REGISTER	FED MILES/NATIONAL REGISTER	
	SEGMENT	LENGTH	FED USFS	FED BLM	FED US ARMY	FED USFWS	FED ALASKA RAILROAD	FED EASEMENT	STATE SELECTED	STATE PATENTED	STATE HWYS & WATERWAYS	LOCAL GOVERNMENT	PRIVATE	RECOMMENDED RIGHT-OF-WAY	TRAIL MARKING	HIGHWAY SIGNING	TRAIL MAINTENANCE	TRAIL SHELTER	TRAIL RECONSTRUCTION ACQUISITION	ACCESS IMPROVEMENT			
SEWARD TO RAINY PASS																							
Seward to Moose Pass	30					28					2			Existing		X			X				
Moose Pass to Portage	36					36								Existing		X			X				
Portage to Girdwood	10					10								Existing		X							
Girdwood to Eagle River (Crow Pass)	36	7						5	9	15				1000+	X		X				23	9	
Eagle River to Knik	29						6			23				Existing		X							
Knik to Susitna River	28							3	11		11	3		100-1000'	X		X	X		X	X		
Susitna River to Old Skwentna	38							38						100-1000'	X		X	X				48	
Old Skwentna to Rainy Pass	70							48	22					1000+	X		X	X	X		X	70	
RAINY PASS TO KALTAG																							
Rainy Pass to Farewell Lake	35		1					34						1000+	X		X	X	X		X	35	35
Farewell Lake to Big River RH	56		30				12	4	10					100-1000'	X		X	X					
Big River RH to Takotna (ARC Trail)	37						4	27				6		25-100'	X		X						
Takotna to Flat	80		15				19	1	43	2				100-1000'	X		X	X					
Flat to Iditarod	8									8				1000'+	X		X					8	
Iditarod to Dikeman	30					16				8		6		100-1000'	X		X	X			30	16	
Dikeman to Dishkaket	50					40			10					100-1000'	X		X	X					
Dishkaket to Kaltag	66					34			8	10		14		100-1000'	X		X						
KALTAG TO NOME																							
Kaltag to Unalakleet	81		49				32							1000+	X		X					81	49
Unalakleet to Ungalik	52						52							25-100'	X		X	X					
Ungalik to Baldhead	24						2			22				25-100'	X		X						
Baldhead to Moses Point	24									24				25-100'	X		X						
Moses Point to Walla Walla	18						18							25-100'	X		X					18	
Walla Walla to Golovin	20						16	4						25-100'	X		X					20	
Golovin to Chiukak	12					3	9							25-100'	X		X					12	3
Chiukak to Solomon	35					13	22							25-100'	X		X					46	13
Solomon to Nome	33									33				Existing		X						33	
Totals	938	7	95	0	106	74	192	182	113	127	13	29										365	173

TABLE 11

CONNECTING TRAILS RECOMMENDED FOR ACTIVE MANAGEMENT	SEGMENT	LENGTH	MANAGEMENT RESPONSIBILITY										MANAGEMENT RECOMMENDATIONS										TOTAL/MILES NAT. REGISTER	FED MILES/NATIONAL REGISTER
			FED USFS	FED BLM	FED US ARMY	FED USFWS	FED ALASKA RAILROAD	FED EASEMENT	STATE SELECTED	STATE PATENTED	STATE HWYS & WATERWAYS	LOCAL GOVERNMENT	PRIVATE	RECOMMENDED RIGHT-OF-WAY	TRAIL MARKING	HIGHWAY SIGNING	TRAIL MAINTENANCE	TRAIL SHELTER	TRAIL RECONSTRUCTION	ACQUISITION	ACCESS IMPROVEMENT			
SEWARD TO RAINY PASS																								
	Moose Pass Military Road	27								27			Existing		X									
	Johnson Pass/Sunrise/Hope Mil. Rd.	41	19							22			Existing	X	X	X					19	19		
	Granite/Ingram Creek Trail	13	2							11			Existing		X									
	Portage Pass Route	13	10							2	1		1000'	X	X	X					10	10		
	Potter Trail (Johnson Trail)	12						7	5				Existing	X	X	X								
	Girdwood to Ship Creek (Indian Pass)	37			5	13		12	7				Existing	X		X	X				24	5		
	Anchorage to Eagle River	12			8						4		100-1000'	X	X									
	Susitna Station to Old Skwentna (Yetna River)	45								45			100-1000'	X		X								
RAINY PASS TO KALTAG																								
	Salmon River to McGrath	33		20			15						25-100'	X		X								
	McGrath to Takotna	17					17						25-100'	X		X								
	Takotna to Ophir	18								19			Existing		X						18			
	Otter to Flat	8		8									100-1000'	X		X					8			
	Ophir to Dikeman Cut Off (Hunter Trail)	56				5		51					1000+	X		X					56	56		
	Ophir to Poorman Winter Trail	82						15	67				100-1000'	X		X								
	Poorman to Ruby	58						58					Existing	X		X								
KALTAG TO NOME																								
	Ugalik to Baldhead (via Koyuk)	48		16			23					9	25-100'	X		X								
TOTAL			31	44	13	5	13	55	85	124	138	5	9								135	98		

*"While mushing o'er the tundra
When wintry winds do blow,
At a lively hike, you hit the pike
When its a 50 odd below.
And when the town of Iditarod
At last you travel through,
Then Mrs. Stoner's Lodging House
Will look mighty good to you."*

THE OPHIR LODGING HOUSE
Iditarod Nugget
November 2, 1910

VI. I M P L E M E N T A T I O N



Implementation

IMPLEMENTATION

This management plan will represent a landmark for cooperative interagency management when it is implemented. Federal, State, local agencies, and private individuals have actively participated to ensure this management plan reflects the Iditarod Trail's historical and recreational importance to the State and the nation. Using this management plan as a guide, the agencies, organizations, and individuals can now become partners in management of these historical and recreational values.

The Federal and State governments must share the lead in the implementation of management of this historic trail. However, existing levels of funding within each system is not adequate to implement either the letter or intent of the management plan. To achieve the objectives set out in the enabling legislation, the Federal and State governments will need to secure separate funding.

A summary of the funding anticipated for implementing the Federal responsibility recommended in this plan follows, with a detailed analysis in Appendix 8. The budget projected should be funded by Congressional Line Item appropriation. This will ensure consistent and coordinated funding to the Federal agencies for historic trail management. With the assistance of the National Trail Office, the State of Alaska will develop similar funding requests for implementing the State responsibility recommended in this plan. Together, the State and Federal government will ensure that whether 10 percent or 100 percent of the stated goal is attained all of the efforts will be directed toward a coordinated end.

The projected budget funding request for 5 years is recommended to provide for management of Federal segments of the Iditarod Trail; to restore, stabilize, and/or document the most significant historic sites; to establish an Iditarod National Historic Trail Office which would coordinate management of the entire system, assist cooperating landowners, protect historic sites, and implement an interpretation and information program about the Trail for the public; and to assist a private management organization, the Iditarod Trail Blazers, to participate as a full working partner.

TABLE 12

SUMMARY OF FEDERAL APPROPRIATIONS REQUESTED, BY AGENCY AND MANAGEMENT LEVEL
FOR THE IDITAROD NATIONAL HISTORIC TRAIL

	YEAR (\$000)				
LEVEL A*	1	2	3	4	5
Department of the Interior					
National Trail Office (BLM)	347.6	545.3	306.2	332.6	349.7
Bureau of Land Management	35.9	61.0	178.4	27.1	33.7
Fish and Wildlife Service	0.0	0.0	5.0	8.0	7.0
National Park Service	28.9	26.4	40.8	43.8	40.8
Department of Agriculture (Forest Service)	49.1	33.4	45.8	56.8	53.8
Department of Transportation (Alaska Railroad)	0.0	148.0	0.0	0.0	0.0
TOTALS	461.5	814.1	579.2	468.3	485.0

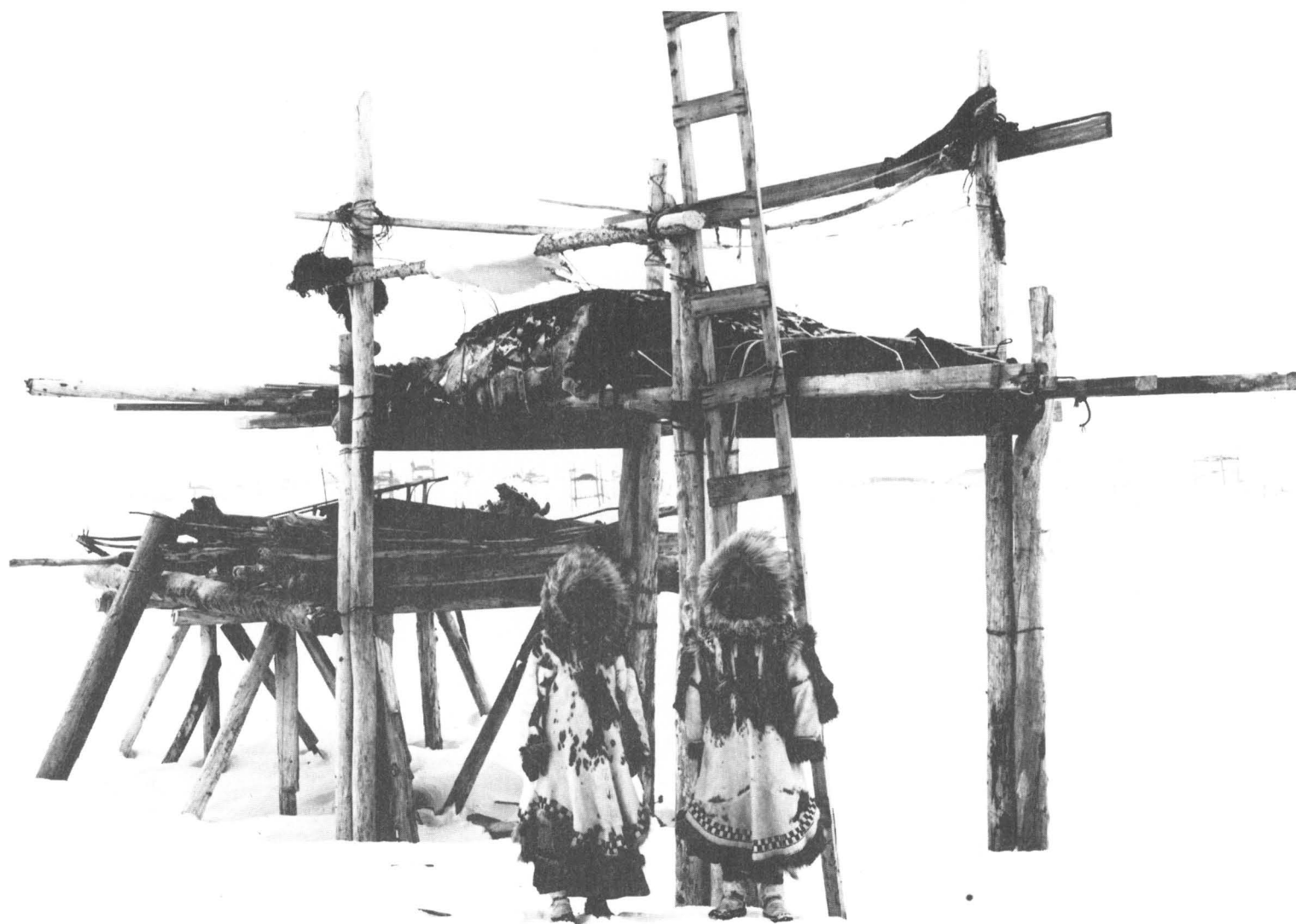
LEVEL B+	1	2	3	4	5
Department of the Interior					
National Trail Office(BLM)	372.6	620.3	544.4	362.6	349.7
Bureau of Land Management	78.9	246.0	233.4	42.1	48.7
Fish and Wildlife Service	0.0	54.5	5.0	8.0	7.0
National Park Service	28.9	26.4	40.8	43.8	40.8
Department of Agriculture (Forest Service)	49.1	33.4	186.6	56.8	53.8
Department of Transportation (Alaska Railroad)	0.0	148.0	0.0	0.0	0.0
TOTALS	529.5	1128.6	969.4	513.3	500.0

* Level A management is that required to meet the primary management goal of the comprehensive plan "to promote preservation, enjoyment, use, and appreciation of the historic route."

+ Level B management is that required to meet the primary and secondary goals of the comprehensive plan and in addition, construct shelters and other trail improvements, create and present information/interpretation programs, restore additional historic sites, and conduct archeological and historic research along the Trail System.

**Much of the network of trails on the
Seward Peninsula were traditionally
used by Eskimos of that region for
hunting and travel.**

VII.
APPENDICES



APPENDIX 1

On January 14, 1981, an Advisory Council was appointed by the Secretary of the Interior. The council members are:

Joseph E. Redington, Sr.	Chairman	Knik
Clay G. Beal	U.S. Department of Agriculture	Anchorage
William F. Coghill	U.S. Department of Transportation	Anchorage
Floyd W. Sharrock	U.S. Department of Interior	Anchorage
Chip Dennerlein	State of Alaska	Anchorage
Ken Chase	Public-at-Large	Anvik
Raymond L. Collins	Public-at-Large	McGrath
LeRoy J. Davie	Mat-Su Borough	Willow
Wilda Hudson	Municipality of Anchorage	Anchorage
Andy Edge	Public-at-Large	Nome
Jack Garrison	Public-at-Large	Big Lake
Shirley J. Heatwole	Public-at-Large	Anchorage
Edgar Kalland*	Public-at-Large	Kaltag
Fritz A. Livesay	Public-at-Large	Anchorage
Michael J. Meehan	Public-at-Large	Seward
Roderic M. Perry	Public-at-Large	Chugiak
Clyde Peters	Public-at-Large	Galena
Rosemary Phillips	Public-at-Large	Nome
Daniel Seavey	Public-at-Large	Seward
Mary Shields	Public-at-Large	Fairbanks

*Mr. Edgar Kalland, veteran dog musher and one of the original serum runners from the 1925 Nome Diphtheria Epidemic, died after a period of serious illness in April 1981.

APPENDIX 2

IDITAROD NATIONAL HISTORIC TRAIL PROJECT TEAM 1979-1981

Cary F. Brown	Project Leader	Bureau of Land Management
Terry O'Sullivan	Project Planner	Bureau of Land Management
Steven Peterson	Historic Architect	Bureau of Land Management
Robert Spude	Historian	Heritage, Conservation and Recreation Services
Thomas Beck	Historian	Bureau of Land Management
Patty Friend	Project Assistant	Bureau of Land Management
Dean Troyer	Project Assistant	Bureau of Land Management
Teri S. Sharp	Clerical Assistant	Bureau of Land Management
Lynda Erhart	Clerk/Typist	Bureau of Land Management
WITH INVALUABLE ASSISTANCE FROM		
Peter Jerome	Visual Resource Specialist	Bureau of Land Management
John Mattson	Archeologist	U.S. Forest Service
Debra Jerome	Visual Resource Specialist	U.S. Forest Service
Jean Swearington	Interpretative Specialist	National Park Service, Arcata, CA
Randy Copeland	Historic Architect	National Park Service, Denver, CO
Mike Yarborough	Archeologist	U.S. Fish and Wildlife Service
William Day	Annotated Bibliography	Anchorage Community College
Janis Dupps	Historic Photographs	Anchorage Community College
Karen Amos	Mapping	Anchorage Community College
Patricia Moreno	Land Status	Anchorage Community College
Ron Crenshaw	Park Planner	Alaska State Parks, Div. of Natural Resources
Bill Devine	Artist	Anchorage
Robin McAlpine	Enrollee	Young Adult Conservation Corps

The Staffs of Anchorage District Office, Fairbanks District Office and Alaska State Office, Bureau of Land Management

APPENDIX 3

PUBLIC INVOLVEMENT RECORD (June 1979 - September 1981)

Public Meetings

Anchorage, Coordination Meeting	June 8, 1979
Anchorage, Coordination Meeting	August 7, 1979
Nikolai, Village Meeting	January 15, 1980
Ruby, Village Meeting	January 23, 1980
Galena, Village Meeting	January 24, 1980
Nulato, Village Meeting	January 25, 1980
Anvik, Village Meeting	January 30, 1980
Grayling, Village Meeting	January 31, 1980
McGrath, Village Meeting	February 1, 1980
Unalakleet, Village Meeting	February 5, 1980
Anchorage, Fur Rondy Booth	February 8-17, 1980
Nome, City Hall (Iditarod Month)	March 13-22, 1980
Anchorage, Coordination Meeting	April 28, 1980
Seward, City Meeting	October 3, 1980
Iditarod National Historic Trail Advisory Council, Anchorage	April 6, 1981
Seward City Council Meeting	April 26, 1981
Hope, Public Meeting	May 2, 1981
Cooper Landing, Public Meeting	May 3, 1981
Moose Pass, Public Meeting	May 3, 1981
Iditarod National Historic Trail Advisory Council, Anchorage	May 7 & 8, 1981

Interest Group Meetings

Ruby, Elementary School	January 24, 1980
Galena, High School	January 25, 1980
Anvik, Village	January 31, 1980
Grayling, Elementary School	February 1, 1980
McGrath, High School	February 1, 1980
Unalakleet, Grade/High School	February 6, 1980
Anchorage, University of Alaska	February 26, 1980
Anchorage, Rodgers Park School	February 29, 1980
Fairbanks, BLM-Fairbanks District Office	March 3, 1980
Fairbanks, Interior Villages Association Workshop	March 3, 1980

APPENDIX 3
Continued

Brochures

March 1980, Iditarod National Historic Trail. (3,000 copies)

August 1980, Iditarod National Historic Trail. (Reprint, 5,000 copies)

Visuals

December 1979, "The Iditarod National Historic Trail" (slide presentation), produced by the Bureau of Land Management.

APPENDIX 3
Continued

Interest Group Meetings

Palmer, High School	March 12, 1980
Anchorage, HCRS/USFWS	March 26, 1980
Fairbanks, College Rotary	April 8, 1980
Denver, National Trails Workshop	April 1980 and December 1980
Anchorage, Prospectors Society	April 29, 1980
Anchorage, Mining in Alaska's History, Mining Conference	September 18, 1980
Victoria, B.C., Alaska Yukon Pioneers International Convention	October 2-5, 1980
Fairbanks, Iditarod Trail Committee	September 14, 1980
Anchorage, Exchange Club	November 4, 1980
Anchorage, Iditarod Trail Blazers	January 19, 1981
Davis, California, Sixth National Trails Symposium	June 28-July 1, 1981

Articles

June 1979, "Iditarod Advisory Council to be Formed," Anchorage Times, Anchorage Daily News, Tundra Times,
Alaska Magazine

January 1980, "Planning Begins for Management of Famed Trail." BLM-Anchorage District Office, 1979 Annual Report.

Spring, 1980. "The Iditarod-Alaska's National Historic Trail." Alaska Recreation and Parks Association Quarterly.

June 17, 1980, "Plan to Protect Historic Trail Begins." New York Times.

January 1980, "Mining Trail Finds Its Place in Mining," Alaska Miner's Association Journal.

September 1979, "The Iditarod Trail. Protecting Alaska's Gold Rush History." The Land, Bureau of Land Management.

September 8, 1980, "The Iditarod National Historic Trail." Alaska Yukon-Pioneer News.

Fall 1980, "The Historic Iditarod", Our Public Lands, Bureau of Land Management

May 9, 1981, "Idea from Appalachia May Revitalize Trail," Anchorage Daily News

APPENDIX 4
COOPERATIVE AGREEMENTS

Once the Iditarod National Historic Trail comprehensive plan is approved by Congress, Federal land management agencies will sign a Memorandum of Understanding regarding the adoption of the comprehensive plan for the historic trail.

Federal, non-Federal land managers/owners, and the Iditarod Trail Blazers may become partners in the cooperative management of the Iditarod Trail by entering into cooperative agreements with the National Trail Office.

The cooperative agreements will cover general management philosophy and guidelines of the cooperative management system. In addition, general or specific agreements pertaining to responsibilities for signing, marking, maintenance, research, rights-of-way, development, and visitor use may be included.

The National Trail Office will pursue cooperative agreements with the following entities and others as are needed:

- Iditarod Trail Blazers
- State of Alaska
 - Department of Natural Resources
 - Department of Transportation
- City of Seward
- City of Whittier
- City of Nome
- Municipality of Anchorage
- Mat-Su Borough
- Doyon Regional Copoeration
- Bering Straits Regional Corporation
- Eklutna, Inc.

- Knikatu, Inc.
- MTNT, Limited
- Chugach Native Corporation
- Cook Inlet Native Association
- Flat Village
- Gana'a'yoo, Ltd.
- Unalakleet Native Corporation
- Koyuk Village Native Corporation
- Elim Native Corporation
- Golovin Native Corporation
- Solomon Village Native Corporation
- Anchorage Fine Arts and Historical Museum

Other cooperative agreements will be sought as needed.

Examples of cooperative agreements immediately follow.

APPENDIX 4 A
SUGGESTED MEMORANDUM OF AGREEMENT

BETWEEN

BUREAU OF LAND MANAGEMENT, U. S. DEPARTMENT OF THE INTERIOR

AND

THE FOREST SERVICE, U. S. DEPARTMENT OF AGRICULTURE

CONCERNING THE IDITAROD NATIONAL HISTORIC TRAIL

This Memorandum of Agreement is made and entered into by and between the Bureau of Land Management and the Forest Service, in furtherance of the Act of October 2, 1968 (82 Stat. 919; 16 USC 1241), as amended.

Whereas the aforesaid act provides that the Iditarod Trail shall be administered primarily as a historical trail by the Secretary of the Interior, in consultation with the Secretary of Agriculture; and,

Whereas an agreement was entered into in May 1969, between the Departments of Agriculture and Interior (1) to establish mutual understanding on general matters pertaining to all operations of the National Trails System involving both Departments and (2) to provide for utilization of an Interagency Task Force to assist in the planning, coordination, development, and administration of that System; and

Whereas the said agreement recognizes the need and makes provisions for supplemental agreements to cover development and management of specific Trails where two or more agencies are involved; and

Whereas significant portions of the Iditarod National Historic Trail traverse lands under the separate administrative jurisdictions of the Bureau of Land Management and the Forest Service, as well as privately owned lands within the exterior boundaries of units administered by those agencies, and

Whereas, it is the desire of the Bureau of Land Management and the Forest Service to cooperate fully with each other, the "private management organization" (referred to herein as the Organization), the Advisory Council for the Iditarod National Historic Trail, the affected State, political subdivisions thereof, and private owners in matters relating to administration and development, operation, and maintenance of the said Trail (referred to herein as the Trail):

Now, therefore, the parties hereto mutually agree:

1. To cooperate with each other in developing uniform policies as to the location of the Trail corridor across private lands and as to the nature and extent of the interest in lands to be acquired.

It is further understood and agreed that all acquisitions of lands and interests in lands which are undertaken by the Forest Service for Trail purposes shall be reported to the Bureau of Land Management. General guidelines or criteria will be developed by those two agencies to determine the amount or proportion of any such acquisition. The Bureau of Land Management shall compile and maintain a record of all appropriated funds expended by Federal agencies for the acquisition of lands or interests in lands for Trail purposes under aforesaid Act of October 2, 1968, as amended, so that information will be available at all times as to the amounts expended and remaining available under the said statutory limitation.

2. For the purpose of enhancing the Trail environment, to designate zones along segments of the Trail which traverse areas under their separate administration, which zones will range from a minimum width of one hundred feet on each side of the Trail to any greater width necessary to assure maximum retention of the outdoor recreation experience for which the Trail was established. The determinations as to width of these zones will take into account variations in terrain, land cover, land management, scenic and historic points of interests, natural features, cultural qualities, recreational values and other factors that may affect operation, development, and maintenance of the Trail. Said zones shall be planned and designated on development or management plans prepared in consultation with the Organization. Changes may be made in such zones for the purpose of enhancing the Trail environment, on the basis of the variation referred to above, and such changes shall be subject to consultation with the Organization.

3. To relocate wherever desirable--to the extent that the parties hereto have funds available for this purpose, and after consultation with the Organization--those portions of the Trail located on lands under their jurisdiction which lie within one mile of paralleling routes for the passage of motorized transportation.

All relocations of the Trail, including adjustments or alterations of the historic trail which do not change either the officially described route of the Trail or the published maps of the Trail, as described and published in the Federal Register, should be reported to the Bureau of Land Management and the Organization so that descriptions and maps of the Trail and guidebooks may be revised as necessary. However, if the ultimate change is of such trivial nature as not to deviate more than 20 feet from the location established at the time of publication of the official Trail route, it need not be so reported.

4. To maintain--to the extent that available funds permit--the portions of the Trail which pass through areas under their separate jurisdiction, in cooperation with the Organization.

5. Each party to this agreement shall afford the other party thereto opportunities to review and comment on development plans with a view to harmonizing each others use and development programs for the Trail. Both parties hereto will cooperate with and encourage State, political subdivisions thereof, landowners, private organization, and individuals, to operate, develop, and maintain portions of the Trail and related Trail facilities. The parties will especially encourage the Organization through local member clubs, to actively participate in the maintenance of the Trail and in the operation, development, and maintenance of facilities along the Trail.

6. To erect at appropriate points on lands administered or controlled by them along the Trail, the uniform markers established for the Trail, and to maintain such markers. The erection and maintenance of these markers shall be in accordance with the standards established therefor.

7. To encourage local governments which have the authority to zone private lands adjacent to the Trail rights-of-way within the boundaries of areas under their separate jurisdictions, to control the uses of such properties, offering technical advice and assistance.

8. To cooperate in developing uniform regulations, insofar as possible, for the management, protection, development, administration, and use of segments of the Trail located on Federal lands under their separate jurisdictions, enforcement of which will be carried out by the agency administering the lands through which the Trail passes; and to encourage the adoption and enforcement of such uniform regulations by other Federal agencies for segments of the Trail they administer, and by State and local agencies for non-Federally owned portions of it.

9. To correlate and coordinate their interpretive activities and programs to avoid duplication in these matters and to assure that the interpretive efforts of each agency will complement those of the other. The Bureau of Land Management, as administering agency, will be responsible for developing and publishing any needed maps, brochures, press releases, etc., of a general nature for the entire Trail.

10. To meet from time to time for a discussion of matters of mutual concern affecting administration, development, and use of the Trail so as to arrive at ways and means for furthering their cooperative efforts in these matters. Such meetings shall be held between persons or officials at comparable administrative levels.

Nothing in this agreement shall affect or interfere with fulfillment of the obligations and rights of the parties hereto to manage the lands and programs administered by them in accordance with their other basic land management responsibilities.

Either party may terminate this agreement by giving six months' advance notice in writing to the other and either party may by similar notice to the other seek a modification of the agreement. It is subject to termination or modification at any time without prior notice, by mutual agreement.

Director, Bureau of Land Management
U. S. Department of the Interior

Chief, Forest Service
U. S. Department of Agriculture

APPENDIX 4 B
SUGGESTED MEMORANDUM OF AGREEMENT
BETWEEN
THE BUREAU OF LAND MANAGEMENT, U. S. DEPARTMENT OF THE INTERIOR
AND
THE IDITAROD TRAIL BLAZERS
CONCERNING THE IDITAROD NATIONAL HISTORIC TRAIL

This Memorandum of Agreement made and entered into by and between the Bureau of Land Management (herein referred to as "the Bureau"), and the Iditarod Trail Blazers (herein referred to as "the Organization"), in furtherance of the Act of October 2, 1968 (82 Stat. 919), as amended,

Witnesseth that:

Whereas the aforesaid act provides that the Iditarod National Historic Trail (herein referred to as "the Trail"), be administered primarily as a historic trail by the Secretary of the Interior, in consultation with the Secretary of Agriculture; and

Whereas the said act provides further that the Secretary charged with administration of a national historic trail may enter written cooperative agreements with private organizations and others to operate, develop, and maintain any portion of a national scenic trail either within or outside a federally administered area; and

Whereas the Bureau has been assigned the responsibility of the Secretary of the Interior for management of the Trail; and

Whereas it is the mutual desire of the Bureau and the Organization to enter into a cooperative agreement whereby the latter, through its member clubs, will actively assist in the acquisition of rights-of-way for and operation, development, and maintenance of the Trail to implement the purpose of the aforesaid Act of October 2, 1968, as amended, and

Whereas, the view was expressed at Committee hearings on the National Trails System Act that strong efforts would be made to create and maintain working relationships and encourage maximum cooperation and contribution in leadership and activity on the part of private groups that are involved in trails:

Now, therefore, to fulfill these objectives, the parties hereto mutually agree as follows:

1. That the initial mapping of the Trail and the selection of rights-of-way has been and shall continue to be a cooperative venture involving representatives and/or member clubs of the Organization, State representatives, the Forest Service, U. S. Department of Agriculture, the Bureau, the Alaska Railroad, and the U. S. Fish and Wildlife Service. In this effort, the Organization will continue to assist in the mapping program conducted by the Bureau. Moreover, the Organization, through its member clubs, will work with the Bureau in interpreting and verifying the Trail locations and resolving any areas of doubt through use of the aerial photos and other tools available.

2. Whenever relocations of the officially described and depicted Trail route are recommended by the Bureau or the Organization or proposals for such route relocations come to the attention of either of such parties, the other shall be consulted before the relocations are effected. Where such route relocations affect segments of the Trail within national forest boundaries or lands under the administration of another agency, the Organization may work out proposed alternatives with the land-administering agency and, when tentative agreements have been reached in these discussions, the Organization will submit its recommendations to the Bureau. When the Bureau has approved the Trail route relocations, it will take whatever action is necessary under section 7(b) of the October 2, 1968, Act, as amended, to effect or give them official recognition.

Either party hereto may make minor adjustments or alterations of the historic trail which do not change either the general description or route of the Trail as described and depicted in the "Federal Register" notice published pursuant to section 7(a) of the October 2, 1968, Act, as amended. All such adjustments or alterations should, however, be reported to the Bureau so that the detailed maps may be corrected. Minor adjustments or alterations so reported shall be considered as approved by the Bureau unless, within 30 days from the date of receipt of the report, the Bureau objects to the change.

3. Throughout the length of the Trail, the Bureau and the Organization will seek to provide and maintain a primeval, natural environment for the Trail, and will encourage others who administer segments of the Trail to do so also.

4. The Organization, through its member clubs, agrees to accept responsibility for and cooperate in the erection and maintenance of the uniform marker adopted for the Trail. The erection and maintenance of markers shall be in accordance with standards established or approved by the Bureau after consultation with the Iditarod National Historic Trail Advisory Council.

5. The Organization will undertake, and encourage its member clubs to undertake, the acquisition of lands or interests in lands by donation or otherwise (through easement, restrictive covenants, etc.), or to negotiate written cooperative agreements for segments of the Trail that traverse private landholdings. Further, the Organization and its affiliated clubs will encourage the State, local governments, and other land administering agencies (1) to obtain written cooperative agreements with landowners and others that will assure access for public recreational use of the Trail, or (2) to acquire the lands or interests identified or "significant" segments or sites along the Trail. The Organization will offer aid to the State and local governments in the selection and refinement of Trail segments and rights-of-way. The Bureau will assist the Organization in these matters by providing advisory and technical assistance as needed, within the limits of appropriated funds and existing authority.

6. The Bureau, in close cooperation and consultation with the Organization, will undertake the preparation of development plans for the facilities and uses along the Trail and the preparation of any needed guidelines for the maintenance, interpretation and overall management of the Trail and its related facilities. These plans and guidelines may be revised by the Bureau to reflect changing circumstances and needs, after consultation with the Organization.

7. The Department of Agriculture and Interior under the aforesaid Act of October 2, 1968, as amended, may prescribe and publish uniform regulations for the proper government and protection of Trails of the National Trails System. In preparing and promulgating regulations to govern the use, protection, management, development, and administration of the Trail, the Bureau will consult with the Organization and the State, local governments, the Iditarod National Historic Trail Advisory Council and others concerned to obtain their advice and suggestions. Such regulations, prior to adoption, are subject to concurrence by the Federal agencies administering lands through which the Trail passes. Upon the adoption of uniform Federal regulations by the Secretaries of Agriculture and Interior, the Organization will encourage the adoption and enforcement of similar uniform regulations or requirements by other Federal agencies, State, local governments and private landowners for portions of the Trail under the jurisdiction of such agencies, governments, or owners.

8. The Organization and its affiliate clubs will continue their efforts in developing, operating, and maintaining the Trail and related facilities throughout its length, consistent with approved land use and development plans and management guidelines for the Trail.

9. The Organization will encourage, where possible, the adoption by boroughs, towns, and other agencies, of land use regulations--such as zoning by laws or ordinances--as a means of preserving and protecting the esthetic, historic, and recreational values of lands adjacent to segments of the Trail that are not in public ownership.

10. The Organization and the Bureau will correlate and coordinate all of their activities and programs related to the Trail to assure that the efforts of each party will complement those of the other. The parties will meet periodically for a discussion of these activities and programs and to determine ways and means of enhancing the significance of the Trail and encouraging use thereof.

11. The Bureau will abide by the provisions of Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967; and will observe all the provisions of Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d (1964), and the Departmental Regulations contained in Parts 17 and 17a of Title 43 of the Code of Federal Regulations.

12. No member of or Delegate to Congress shall be admitted to any share or part of this agreement or to any benefit that may arise therefrom.

13. Nothing in this agreement shall affect or interfere with fulfillment of the obligations or exercise of the authority of the Bureau, the Alaska Railroad, the U. S. Fish and Wildlife Service, and the Forest Service, U. S. Department of the Agriculture to manage the lands along the Trail route (within the boundaries of areas they administer) and the programs under their jurisdiction in accordance with their basic land management responsibilities.

14. The Organization shall not be subordinate to any other organization. Rather, the member clubs shall be subordinate to the by-laws and procedures of the Organization.

15. By-laws and regulations governing the management of the Organization shall be mutually acceptable to both the Bureau and the Organization.

16. This agreement may be terminated or revised upon six months advance written notice given by one of the parties to the other, or it may be terminated earlier by mutual consent of both parties.

President, Iditarod Trail Blazers

Director, Bureau of Land Management
U. S. Department of the Interior

ATTACHMENT TO SUGGESTED MEMORANDUM OF AGREEMENT BETWEEN
THE BUREAU OF LAND MANAGEMENT AND
THE IDITAROD TRAIL BLAZERS

1. The Organization will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. It will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Organization agrees to post in conspicuous places, available to employees and applicants for employment notices to be provided by the Bureau setting forth the provisions of this nondiscrimination clause.
2. The Organization will, in all solicitations or advertisements for employees placed by or on behalf of the Organization, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
3. The Organization will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the Bureau, advising the labor union or workers' representatives of the Bureau's commitments, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
4. The Organization will comply with all provisions of Executive Order No. 11246 of September 24, 1965, as amended, and of the rules, regulations, and relevant orders of the Secretary of Labor.
5. The Organization will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to its books, records, and accounts by the Bureau and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
6. In the event of the Organization's noncompliance with the nondiscrimination clauses of this agreement or with any of such rules, regulations, or orders, this agreement may be cancelled, terminated, or suspended in whole or in part and the Organization may be declared ineligible for further Government agreements or permits in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, as amended, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, as amended, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
7. The Organization will include the provisions of these paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, as amended, so that such provisions will be binding upon each subcontract or purchase order as the Bureau may direct as a means of enforcing such provisions including sanc-

) tions for noncompliance: Provided, however, that in the event the Organization becomes involved in or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the Organization may request the United States to enter into such litigation to protect the interests of the United States.

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APPENDIX 4 C
SUGGESTED MEMORANDUM OF AGREEMENT

BETWEEN

THE BUREAU OF LAND MANAGEMENT, DEPARTMENT OF THE INTERIOR

AND

THE STATE OF ALASKA

CONCERNING THE IDITAROD NATIONAL HISTORIC TRAIL

This Memorandum of Agreement made and entered into by and between the Bureau of Land Management (herein referred to as Bureau) and the State of Alaska (herein referred to as State), made in furtherance of the Act of October 2, 1968, as amended (82 Stat. 919).

Witnesseth that:

Whereas the aforesaid act provides the the Iditarod National Historic Trail (herein referred to as Trail), is to be administered primarily as a historic trail by the Secretary of the Interior, in consultation with the Secretary of Agriculture; and

Whereas the Bureau has been assigned the responsibility of the Secretary of the Interior for administration of the Trail; and

Whereas, the said act requires the Secretary charged with administration of the Trail to encourage authorities of the State traversed by the Trail (1) to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary Trail right-of-way, or (2) to acquire such lands or interests therein to be utilized as segments of the Trail; and

Whereas that act provides further that the Secretary charged with administration of the Trail may enter into written cooperative agreements with the State or their political subdivision and others to operate, develop, and maintain any portion of such Trail either within or outside a federally administered area; and

Whereas, the view was expressed at Committee hearings on the National Trails System Act that simple cooperative agreements to provide the necessary Trail right-of-way should be given first consideration; and

Whereas it is the desire of the Bureau and the State to enter into cooperative understandings that will effectively further the several purposes of the aforesaid Act of October 2, 1968, as amended:

Now, therefore, the parties hereto mutually agree as follows:

1. Following publication in the Federal Register of maps and a description showing location of the Trail, the Bureau will prepare detailed maps showing precise locations of the Trail route. Such detailed maps will be furnished the State and they will also be on file in the Trail Coordinator's Office of the Bureau and at other convenient locations.
2. Where relocations of the officially described and depicted Trail route (as published in the Federal Register) are recommended by either party hereto on lands owned or controlled by the State, or proposals for route relocations on such lands come to the attention of either party, the other shall be consulted and, in cooperation with the Iditarod Trail Blazers, a mutually acceptable route or routes shall be agreed upon by the State and the Bureau before the relocation is effected. Minor adjustments or alterations may be made unilaterally by the State on lands owned or controlled by it if they do not affect the route of the Trail as described and depicted in the Federal Register notice, but the State shall report such adjustments or alterations to the Bureau promptly so that the detailed maps may be revised accordingly.
3. The State, in order to insure preservation of and public access to the Trail agrees: (1) to enter into written cooperative agreements with private landowners, private organizations, and individuals to provide the needed rights-of-way for the Trail, or (2) to acquire lands or interests in lands for such rights-of-way to the extent that funds may be available for this purpose.
4. The State agrees to hold, develop, and administer non-federally owned segments of the Trail acquired by it under provision number 3 above, primarily as a historic trail with a view to preservation of its natural scenic beauty, but it may permit other uses along or adjacent to the Trail by property owners or others which will not be incompatible with the nature and purposes of the Trail. In furtherance of this objective, the State agrees, on State-owned or administered lands, to designate a suitable zone on each side of the Trail along those sites or segments identified as on or eligible for inclusion on the National Register of Historic Places within which no new paralleling routes for the passage of motor vehicles will be constructed and no developments or uses will be undertaken that are incompatible with preservation and enjoyment of the Trail. When making the initial determination as to what shall constitute a suitable zone, and before making any changes in such zone, the State shall consult with the Iditarod Trail Blazers.
5. The Bureau with the concurrence of other Federal Agencies administering lands through which the Trail passes, and after consultation with the affected States, will issue uniform guides and/or regulations governing the planning, protection, management, development, administration, and use of the Trail and its related facilities and, as necessary, will issue amendments thereto. The State will adopt and enforce similar guides and regulations with respect to segments of the Trail under its ownership or control and, further, will encourage local governments within the State to adopt and enforce such guides and regulations for segments of the Trail under their jurisdiction.
6. The Bureau will provide and the State agrees to erect and maintain, in cooperation with the Iditarod Trail Blazers, on State-owned and controlled lands, uniform markers and signs that shall be in accordance with the criteria or standards established therefor.

7. The State agrees to maintain--to the extent that available funds permit--the portions of the Trail which pass through areas under its jurisdiction, in cooperation with the Iditarod Trail Blazers.
8. The State will encourage political subdivisions of the State to adopt land use regulations, through appropriate zoning, as may be needed for the purpose of preserving and protecting the scenic, historic, and recreational values of private lands adjacent to segments of the Trail owned or controlled by the State.
9. The State, in the development of all highway projects which intersect with the Trail, agrees to make provision, at the advance planning stages of such projects, so that Trail users may safely cross the highways.
10. The State and the Bureau agree to consult with each other in regard to their Trail-related activities and programs to assure that the efforts of each party will complement those of the other and to arrive at ways and means for enhancing the significance of the Trail and encouraging use thereof.
11. The State agrees to retain an adequate right-of-way on all lands along the Trail which may change out of State ownership.
12. This agreement shall terminate 12 months after service of notice by either party hereto of its desire for termination of the agreement. Amendments of the agreement may be proposed by either party and shall become effective upon approval by both parties.

Governor, State of Alaska

Director, Bureau of Land Management
U.S. Department of the Interior

NATIONAL TRAILS SYSTEM ACT
as amended
(through P.L. 95-625, Nov. 10, 1978)

An Act

52 STAT. 919

To establish a national trails system, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SHORT TITLE

SECTION 1. This Act may be cited as the "National Trails System Act".

STATEMENT OF POLICY

SEC. 2. (a) In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within scenic areas and along historic travel routes of the Nation, which are often more remotely located.

(b) the purpose of this Act is to provide the means for attaining these objectives by instituting a national system of recreation, scenic and historic trails, by designating the Appalachian Trail and the Pacific Crest Trail as the initial components of that system, and by prescribing the methods by which, and standards according to which, additional components may be added to the system.

NATIONAL TRAILS SYSTEM

SEC. 3. The national system of trails shall be composed of—

(a) National recreation trails, established as provided in section 4 of this Act, which will provide a variety of outdoor recreation uses in or reasonably accessible to urban areas.

(b) National scenic trails, established as provided in section 5 of this Act, which will be extended trails so located as to provide for maximum outdoor recreation potential and for the conservation and enjoyment of the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass.

(c) National historic trails, established as provided in section 5 of this Act, which will be extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historical significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be continuous onsite. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. Only those selected land and water based components of an historic trail which are on federally owned lands and which meet the national historic trail criteria established in this Act, are established as initial Federal protection components of a national historic trail. The appropriate Secretary may subsequently certify other lands as protected segments of an historic trail upon application from State or local governmental agencies or private interests involved if such segments meet the national historic trail criteria established in this Act and such criteria supplementary thereto as the appropriate Secretary may prescribe, and are administered by such agencies or interests without expense to the United States.

(d) Connecting or side trails, established as provided in section 6 of this Act, which will provide additional points of public access to national recreation, national scenic or national historic trails or which will provide connections between such trails.

The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker for the national trails system.

NATIONAL RECREATION TRAILS

SEC. 4. (a) The Secretary of the Interior, or the Secretary of Agriculture where lands administered by him are involved, may establish and designate national recreation trails, with the consent of the Federal agency, State, or political subdivision having jurisdiction over the lands involved, upon finding that—

- (i) such trails are reasonably accessible to urban areas, and, or
- (ii) such trails meet the criteria established in this Act and such supplementary criteria as he may prescribe.

(b) As provided in this section, trails within park, forest, and other recreation areas administered by the Secretary of the Interior or the Secretary of Agriculture or in other federally administered areas may be established and designated as "National Recreation Trails" by the appropriate Secretary and, when no Federal land acquisition is involved—

(i) trails in or reasonably accessible to urban areas may be designated as "National Recreation Trails" by the Secretary of the Interior with the consent of the States, their political subdivisions, or other appropriate administering agencies, and

(ii) trails within park, forest, and other recreation areas owned or administered by States may be designated as "National Recreation Trails" by the Secretary of the Interior with the consent of the State.

Sec. 5. (a) National scenic and national historic trails shall be authorized and designated only by Act of Congress. There are hereby established the following National Scenic and National Historic Trails:

(1) The Appalachian National Scenic Trail, a trail of approximately two thousand miles extending generally along the Appalachian Mountains from Mount Katahdin, Maine, to Springer Mountain, Georgia. Insofar as practicable, the right-of-way for such trail shall comprise the trail depicted on the maps identified as "Nationwide System of Trails, Proposed Appalachian Trail, NST-AT-101-May 1967", which shall be on file and available for public inspection in the office of the Director of the National Park Service. Where practicable, such rights-of-way shall include lands protected for it under agreements in effect as of the date of enactment of this Act, to which Federal agencies and States were parties. The Appalachian Trail shall be administered primarily as a footpath by the Secretary of the Interior, in consultation with the Secretary of Agriculture.

(2) The Pacific Crest National Scenic Trail, a trail of approximately two thousand three hundred fifty miles, extending from the Mexican-California border northward generally along the mountain ranges of the west coast States to the Canadian-Washington border near Lake Ross, following the route as generally depicted on the map, identified as "Nationwide System of Trails, Proposed Pacific Crest Trail, NST-PC-103-May 1967" which shall be on file and available for public inspection in the office of the Chief of the Forest Service. The Pacific Crest Trail shall be administered by the Secretary of Agriculture, in consultation with the Secretary of the Interior.

(3) The Oregon National Historic Trail, a route of approximately two thousand miles extending from near Independence, Missouri, to the vicinity of Portland, Oregon, following a route as depicted on maps identified as "Primary Route of the Oregon Trail 1841-1848" in the Department of the Interior's Oregon Trail study report dated April 1977, and which shall be on file and available for public inspection in the office of the Director of the National Park Service. The trail shall be administered by the Secretary of the Interior.

(4) The Mormon Pioneer National Historic Trail, a route of approximately one thousand three hundred miles extending from Nauvoo, Illinois, to Salt Lake City, Utah, following the primary historical route of the Mormon Trail as generally depicted on a map, identified as "Mormon Trail Vicinity Map, figure 2" in the Department of the Interior Mormon Trail study report dated March 1977, and which shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(5) The Continental Divide National Scenic Trail, a trail of approximately thirty-one hundred miles, extending from the Montana-Canada border to the New Mexico-Mexico border, following the approximate route depicted on the map, identified as "Proposed Continental Divide National Scenic Trail" in the Department of the Interior Continental Divide Trail study report dated March 1977 and which shall be on file and available for public inspection in the office of the Chief, Forest Service, Washington, D.C. The Continental Divide National Scenic Trail shall be administered by the Secretary of Agriculture in consultation with the Secretary of the Interior. Notwithstanding the provisions of section 7(c), the use of motorized vehicles on roads which will be designated segments of the Continental Divide National Scenic Trail shall be permitted in accordance with regulations prescribed by the appropriate Secretary.

(6) The Lewis and Clark National Historic Trail, a trail of approximately three thousand seven hundred miles, extending from Wood River, Illinois, to the mouth of the Columbia River in Oregon, following the outbound and inbound routes of the Lewis and Clark Expedition depicted on maps identified as "Vicinity Map, Lewis and Clark Trail" study report dated April 1977. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(7) The Iditarod National Historic Trail, a route of approximately two thousand miles extending from Seward, Alaska, to Nome, Alaska, following the routes as depicted on maps identified as "Seward-Nome Trail", in the Department of the Interior's study report entitled "The Iditarod Trail (Seward-Nome Route) and other Alaskan Gold Rush Trails" dated September 1977. The map shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C. The trail shall be administered by the Secretary of the Interior.

(b) The Secretary of the Interior, through the agency most likely to administer such trail, and the Secretary of Agriculture where lands administered by him are involved, shall make such additional studies as are herein or may hereafter be authorized by the Congress for the purpose of determining the feasibility and desirability of designating other trails as national scenic or national historic trails. Such studies shall be made in consultation with the heads of other Federal agencies administering lands through which such additional proposed trails would pass and in cooperation with interested interstate, State, and local governmental agencies, public and private organizations, and landowners and land users concerned. The studies listed in subsection (c) of this section shall be completed and submitted to the Congress, with recommendations as to the suitability of trail designation, not later than three complete fiscal years from the date of enactment of their addition to this subsection, or from the date of enactment of this sentence, whichever is later. Such studies, when submitted, shall be printed as a House or Senate document, and shall include, but not be limited to:

- (1) the proposed route of such trail (including maps and illustrations);
- (2) the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, and developmental purposes;
- (3) the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic or national historic trail; and in the case of national historic trails the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (49 Stat. 666; U.S.C. 461);
- (4) the current status of land ownership and current and potential use along the designated route;
- (5) the estimated cost of acquisition of lands or interest in lands, if any;
- (6) the plans for developing and maintaining the trail and the cost thereof;

(7) the proposed Federal administering agency (which, in the case of a national scenic or national historic trail wholly or substantially within a national forest, shall be the Department of Agriculture);

(8) the extent to which a State or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof;

(9) the relative uses of the lands involved, including: the number of anticipated visitor-days for the entire length of, as well as for segments of, such trail; the number of months which such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of maintenance, supervision, and regulation of such trail;

(10) the anticipated impact of public outdoor recreation use on the preservation of a proposed national historic trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historic significance; and

(11) to qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variation offering a more pleasurable recreational experience. Such deviations shall be so noted on site. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.

(B) It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.

(C) It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails, and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category.

(c) The following routes shall be studied in accordance with the objectives outlined in subsection (b) of this section:

(1) Continental Divide Trail, a three-thousand-one-hundred-mile trail extending from near the Mexican border in southwestern New Mexico northward generally along the Continental Divide to the Canadian border in Glacier National Park.

(2) Potomac Heritage Trail, an eight-hundred-and-twenty-five-mile trail extending generally from the mouth of the Potomac River to its sources in Pennsylvania and West Virginia, including the one-hundred-and-seventy-mile Chesapeake and Ohio Canal towpath.

(3) Old Cattle Trails of the Southwest from the vicinity of San Antonio, Texas, approximately eight hundred miles through Oklahoma via Baxter Springs and Chetopa, Kansas, to Fort Scott, Kansas, including the Chisholm Trail, from the vicinity of San Antonio or Cuero, Texas, approximately eight hundred miles north through Oklahoma to Abilene, Kansas.

(4) Lewis and Clark Trail, from Wood River, Illinois, to the Pacific Ocean in Oregon, following both the outbound and inbound routes of the Lewis and Clark Expedition.

(5) Natchez Trace, from Nashville, Tennessee, approximately six hundred miles to Natchez, Mississippi.

(6) North Country Trail, from the Appalachian Trail in Vermont, approximately three thousand two hundred miles through the States of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota, to the Lewis and Clark Trail in North Dakota.

(7) Kittanning Trail from Shirleysburg in Huntingdon County to Kittanning, Armstrong County, Pennsylvania.

(8) Oregon Trail, from Independence, Missouri, approximately two thousand miles to near Fort Vancouver, Washington.

(9) Santa Fe Trail, from Independence, Missouri, approximately eight hundred miles to Santa Fe, New Mexico.

(10) Long Trail, extending two hundred and fifty-five miles from the Massachusetts border northward through Vermont to the Canadian border.

(11) Mormon Trail, extending from Nauvoo, Illinois, to Salt Lake City, Utah, through the States of Iowa, Nebraska, and Wyoming.

(12) Gold Rush Trails in Alaska.

(13) Mormon Battalion Trail, extending two thousand miles from Mount Pisgah, Iowa, through Kansas, Colorado, New Mexico, and Arizona to Los Angeles, California.

(14) El Camino Real from St. Augustine to San Mateo, Florida, approximately 20 miles along the southern boundary of the St. Johns River from Fort Caroline National Memorial to the St. Augustine National Park Monument.

(15) Bartram Trail, extending through the States of Georgia, North Carolina, South Carolina, Alabama, Florida, Louisiana, Mississippi, and Tennessee.

(16) Daniel Boone Trail, extending from the vicinity of Statesville, North Carolina, to Fort Boonesborough State Park, Kentucky.

(17) Desert Trail, extending from the Canadian border through parts of Idaho, Washington, Oregon, Nevada, California, and Arizona, to the Mexican border.

(18) Dominguez-Escalante Trail, extending approximately two thousand miles along the route of the 1776 expedition led by Father Francisco Atanasio Dominguez and Father Silvestre Velez de Escalante, originating in Santa Fe, New Mexico; proceeding northwest along the San Juan, Dolores, Gunnison, and White Rivers in Colorado; thence westerly to Utah Lake; thence southward to Arizona and returning to Santa Fe.

(19) Florida Trail, extending north from Everglades National Park, including the Big Cypress Swamp, the Kissimmee Prairie, the Withlacoochee State Forest, Ocala National Forest, Osceola National Forest, and Black Water River State Forest, said completed trail to be approximately one thousand three hundred miles long, of which over four hundred miles of trail have already been built.

(20) Indian Nations Trail, extending from the Red River in Oklahoma approximately two hundred miles northward through the former Indian nations to the Oklahoma-Kansas boundary line.

(21) Nez Perce Trail extending from the vicinity of Wallowa Lake, Oregon, to Bear Paw Mountain, Montana.

(22) Pacific Northwest Trail, extending approximately one thousand miles from the Continental Divide in Glacier National Park, Montana, to the Pacific Ocean beach of Olympic National Park, Washington, by way of—

(A) Flathead National Forest and Kootenai National Forest in the State of Montana;

(B) Kaniksu National Forest in the State of Idaho; and

(C) Colville National Forest, Okanogan National Forest, Pasayten Wilderness Area, Ross Lake National Recreation Area, North Cascades National Park, Mount Baker, the Skagit River, Deception Pass, Whidbey Island, Olympic National Forest, and Olympic National Park in the State of Washington.

*(23) Overmountain Victory Trail, extending from the vicinity of Elizabethton, Tennessee, to Kings Mountain National Military Park, South Carolina.

(d) The Secretary charged with the administration of each respective trail shall, within one year of the date of the addition of any national scenic or national historic trail to the System, and within sixty days of the enactment of this sentence for the Appalachian and Pacific Crest National Scenic Trails, establish an advisory council for each such trail, each of which councils shall expire ten years from the date of its establishment. The appropriate Secretary shall consult with such council from time to time with respect to matters relating to the trail, including the selection of rights-of-way, standards for the erection and maintenance of markers along the trail, and the administration of the trail. The members of each advisory council, which shall not exceed thirty-five in number, shall serve for a term of two years and without compensation as such, but the Secretary may pay, upon vouchers signed by the chairman of the council, the expenses reasonably incurred by the council and its members in carrying out their responsibilities under this section. Members of each council shall be appointed by the appropriate Secretary as follows:

(i) a member appointed to represent each Federal department or independent agency administering lands through which the trail route passes, and each appointee shall be the person designated by the head of such department or agency;

(ii) a member appointed to represent each State through which the trail passes, and such appointments shall be made from recommendations of the Governors of such States;

(iii) one or more members appointed to represent private organizations, including corporate and individual landowners and land users, which in the opinion of the Secretary, have an established and recognized interest in the trail, and such appointments shall be made from recommendations of the heads of such organizations: *Provided*, That the Appalachian Trail Conference shall be represented by a sufficient number of persons to represent the various sections of the country through which the Appalachian Trail passes; and

(iv) the Secretary shall designate one member to be chairman and shall fill vacancies in the same manner as the original appointment.

(e) Within two complete fiscal years of the date of enactment of legislation designating a national scenic trail, except for the Continental Divide National Scenic Trail, as part of the system, and within two complete fiscal years of the date of enactment of this subsection for the Pacific Crest and Appalachian Trails, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, the relevant advisory council established pursuant to section 5(d), and the Appalachian Trail Conference in the case of the Appalachian Trail, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the acquisition, management, development, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved (along with high potential historic sites and high potential route segments in the case of national historic trails), details of anticipated cooperative agreements to be consummated with other entities, and an identified carrying capacity of the trail and a plan for its implementation;

(2) an acquisition or protection plan, by fiscal year, for all lands to be acquired by fee title or lesser interest, along with detailed explanation of anticipated necessary cooperative agreements for any lands not to be acquired; and

(3) general and site-specific development plans including anticipated costs.

(f) Within two complete fiscal years of the date of enactment of legislation designating a national historic trail or the Continental Divide National Scenic Trail as part of the system, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the Governors of the affected States, and the relevant Advisory Council established pursuant to section 5(d) of this Act, submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the management, and use of the trail, including but not limited to, the following items:

(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, details of any anticipated cooperative agreements to be consummated with State and local government agencies or private interests, and for national scenic or national recreational trails an identified carrying capacity of the trail and a plan for its implementation; and

(2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 7(c) of this Act.

*This should have been designated as paragraph (23) of section 5(c).

CONNECTING AND SIDE TRAILS

Sec. 6. Connecting or side trails within park, forest, and other recreation areas administered by the Secretary of the Interior or Secretary of Agriculture may be established, designated, and marked as components of a national recreation, national scenic or national historic trail. When no Federal land acquisition is involved, connecting or side trails may be located across lands administered by interstate, State, or local governmental agencies with their consent: *Provided*, That such trails provide additional points of public access to national recreation, national scenic or national historic trails.

ADMINISTRATION AND DEVELOPMENT

Sec. 7. (a) Pursuant to section 5(a), the appropriate Secretary shall select the rights-of-way for national scenic and national historic trails and shall publish notice thereof in the Federal Register, together with appropriate maps and descriptions: *Provided*, That in selecting the rights-of-way full consideration shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation. Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple-use plans for that specific area in order to insure continued maximum benefits from the land. The location and width of such rights-of-way across Federal lands under the jurisdiction of another Federal agency shall be by agreement between the head of that agency and the appropriate Secretary. In selecting rights-of-way for trail purposes, the Secretary shall obtain the advice and assistance of the States, local governments, private organizations, and landowners and land users concerned.

(b) After publication of notice in the Federal Register, together with appropriate maps and descriptions, the Secretary charged with the administration of a national scenic or national historic trail may relocate segments of a national scenic or national historic trail right-of-way, with the concurrence of the head of the Federal agency having jurisdiction over the lands involved, upon a determination that: (i) such a relocation is necessary to preserve the purposes for which the trail was established, or (ii) the relocation is necessary to promote a sound land management program in accordance with established multiple-use principles: *Provided*, That a substantial relocation of the rights-of-way for such trail shall be by Act of Congress.

(c) National scenic or national historic trails may contain campsites, shelters, and related public-use facilities. Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted by the Secretary charged with the administration of the trail. Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts shall be made to avoid activities incompatible with the purposes for which such trails were established. The use of motorized vehicles by the general public along any national scenic trail shall be prohibited and nothing in this Act shall be construed as authorizing the use of motorized vehicles within the natural and historical areas of the national park system, the national wildlife refuge system, the national wilderness preservation system where they are presently prohibited or on other Federal lands where trails are designated as being closed to such use by the appropriate Secretary: *Provided*, That the Secretary charged with the administration of such trail shall establish regulations which shall authorize the use of motorized vehicles when, in his judgment, such vehicles are necessary to meet emergencies or to enable adjacent landowners or land users to have reasonable access to their lands or timber rights: *Provided further*, That private lands included in the national recreation, national scenic, or national historic trails by cooperative agreement of a landowner shall not preclude such owner from using motorized vehicles on or across such trails or adjacent lands from time to time in accordance with regulations to be established by the appropriate Secretary.

Where a national historic trail follows existing public roads, developed rights-of-way or waterways, and similar features of man's nonhistorically related development, approximating the original location of a historic route, such segments may be marked to facilitate retracement of the historic route, and where a national historic trail parallels an existing public road, such road may be marked to commemorate the historic route.

*Other uses along the historic trails and the Continental Divide National Scenic Trail, which will not substantially interfere with the nature and purposes of the trail, and which, at the time of designation, are allowed by administrative regulations, including the use of motorized vehicles, shall be permitted by the Secretary charged with the administration of the trail.

The Secretary of the Interior and the Secretary of Agriculture, in consultation with appropriate governmental agencies and public and private organizations, shall establish a uniform marker, including thereon an appropriate and distinctive symbol for each national recreation, national scenic, and national historic trail. Where the trails cross lands administered by Federal agencies such markers shall be erected at appropriate points along the trails and maintained by the Federal agency administering the trail in accordance with standards established by the appropriate Secretary and where the trails cross non-Federal lands, in accordance with written cooperative agreements, the appropriate Secretary shall provide such uniform markers to cooperating agencies and shall require such agencies to erect and maintain them in accordance with the standards established.

(d) Within the exterior boundaries of areas under their administration that are included in the right-of-way selected for a national recreation, national scenic, or national historic trail, the heads of Federal agencies may use lands for trail purposes and may acquire lands or interests in lands by written cooperative agreement, donation, purchase with donated or appropriated funds or exchange.

(e) Where the lands included in a national scenic, or national historic trail right-of-way are outside of the exterior boundaries of federally administered areas, the Secretary charged with the administration of such trail shall encourage the States or local governments involved (1) to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary trail right-of-way, or (2) to acquire such lands or interests therein to be utilized as segments of the national scenic or national historic trail: *Provided*, That if the State or local governments fail to enter into such written cooperative agreements or to acquire such lands or interests therein after notice of the selection of the right-of-way is published, the appropriate Secretary may (i) enter into such agreements with landowners, States, local governments, private organizations, and individuals for the use of lands for trail purposes, or (ii) acquire private lands or interests therein by donation, purchase with donated or appropriated funds or exchange in accordance with the provisions of subsection (g) of this section. The lands involved in such rights-of-way should be acquired in fee, if other methods of public control are not sufficient to assure their use for the purpose for which they are acquired: *Provided*, That if the Secretary charged with the administration of such trail permanently relocates the right-of-way and disposes of all title or interest in the land, the original owner, or his heirs or assigns, shall be offered, by notice given at the former owner's last known address, the right of first refusal at the fair market price.

*This sentence, while not designated as an amendment to section 7(c), was apparently intended to be added to this section.

(f) The Secretary of the Interior, in the exercise of his exchange authority, may accept title to any non-Federal property within the right-of-way and in exchange therefor he may convey to the grantor of such property any federally owned property under his jurisdiction which is located in the State wherein such property is located and which he classifies as suitable for exchange or other disposal. The values of the properties so exchanged either shall be approximately equal, or if they are not approximately equal the values shall be equalized by the payment of cash to the grantor or to the Secretary as the circumstances require. The Secretary of Agriculture, in the exercise of his exchange authority, may utilize authorities and procedures available to him in connection with exchanges of national forest lands.

(g) The appropriate Secretary may utilize condemnation proceedings without the consent of the owner to acquire private lands or interests therein pursuant to this section only in cases where, in his judgment, all reasonable efforts to acquire such lands or interests therein by negotiation have failed, and in such cases he shall acquire only such title as, in his judgment, is reasonably necessary to provide passage across such lands: *Provided*, That condemnation proceedings may not be utilized to acquire fee title or lesser interests to more than an average of one hundred and twenty-five acres per mile.

Money appropriated for Federal purposes from the land and water conservation fund shall, without prejudice to appropriations from other sources, be available to Federal departments for the acquisition of lands or interests in lands for the purposes of this Act.

For national historic trails, direct Federal acquisition for trail purposes shall be limited to those areas indicated by the study report or by the comprehensive plan as high potential route segments or high potential historic sites.

*No land or site located along a designated national historic trail or along the Continental Divide National Scenic Trail shall be subject to the provisions of section 4(f) of the Department of Transportation Act (49 U.S.C. 1653(f)) unless such land or site is deemed to be of historical significance under appropriate historical site criteria such as those for the National Register of Historic Places.

(h) The Secretary charged with the administration of a national recreation, national scenic, or national historic trail shall provide for the development and maintenance of such trails within federally administered areas and shall cooperate with and encourage the States to operate, develop, and maintain portions of such trails which are located outside the boundaries of federally administered areas. When deemed to be in the public interest, such Secretary may enter written cooperative agreements with the States or their political subdivisions, landowners, private organizations, or individuals to operate, develop, and maintain any portion of a national scenic or national historic trail either within or outside a federally administered area.

Whenever the Secretary of the Interior makes any conveyance of land under any of the public land laws, he may reserve a right-of-way for trails to the extent he deems necessary to carry out the purposes of this Act.

(i) The appropriate Secretary, with the concurrence of the heads of any other Federal agencies administering lands through which a national recreation, national scenic, or national historic trail passes, and after consultation with the States, local governments, and organizations concerned, may issue regulations, which may be revised from time to time, governing the use, protection, management, development, and administration of trails of the national trails system. In order to maintain good conduct on and along the trails located within federally administered areas and to provide for the proper government and protection of such trails, the Secretary of the Interior and the Secretary of Agriculture shall prescribe and publish such uniform regulations as they deem necessary and any person who violates such regulations shall be guilty of a misdemeanor, and may be punished by a fine of not more than \$300, or by imprisonment not exceeding six months, or by both such fine and imprisonment.

STATE AND METROPOLITAN AREA TRAILS

SEC. 8. (a) The Secretary of the Interior is directed to encourage States to consider, in their comprehensive statewide outdoor recreation plans and proposals for financial assistance for State and local projects submitted pursuant to the Land and Water Conservation Fund Act, needs and opportunities for establishing park, forest, and other recreation and historic trails on lands owned or administered by States, and recreation and historic trails on lands in or near urban areas. The Secretary is also directed to encourage States to consider, in their comprehensive statewide historic preservation plans and proposals for financial assistance for State, local, and private projects submitted pursuant to the Act of October 15, 1966 (80 Stat. 915), as amended, needs and opportunities for establishing historic trails. He is further directed, in accordance with the authority contained in the Act of May 28, 1943 (77 Stat. 49), to encourage States, political subdivisions, and private interests, including nonprofit organizations, to establish such trails.

(b) The Secretary of Housing and Urban Development is directed, in administering the program of comprehensive urban planning and assistance under section 701 of the Housing Act of 1954, to encourage the planning of recreation trails in connection with the recreation and transportation planning for metropolitan and other urban areas. He is further directed, in administering the urban open-space program under title VII of the Housing Act of 1961, to encourage such recreation trails.

(c) The Secretary of Agriculture is directed, in accordance with authority vested in him, to encourage States and local agencies and private interests to establish such trails.

(d) Such trails may be designated and suitably marked as parts of the nationwide system of trails by the States, their political subdivisions, or other appropriate administering agencies with the approval of the Secretary of the Interior.

RIGHTS-OF-WAY AND OTHER PROPERTIES

SEC. 9. (a) The Secretary of the Interior or the Secretary of Agriculture as the case may be, may grant easements and rights-of-way upon, over, under, across, or along any component of the national trails system in accordance with the laws applicable to the national park system and the national forest system, respectively: *Provided*, That any conditions contained in such easements and rights-of-way shall be related to the policy and purposes of this Act.

* This sentence, while not designated as an amendment to section 7(g) was apparently intended to be added to this section.

(b) The Department of Defense, the Department of Transportation, the Interstate Commerce Commission, the Federal Communications Commission, the Federal Power Commission, and other Federal agencies having jurisdiction or control over or information concerning the use, abandonment, or disposition of roadways, utility rights-of-way, or other properties which may be suitable for the purpose of improving or expanding the national trails system shall cooperate with the Secretary of the Interior and the Secretary of Agriculture in order to assure, to the extent practicable, that any such properties having values suitable for trail purposes may be made available for such use.

AUTHORIZATION OF APPROPRIATIONS

Sec. 10. There are hereby authorized to be appropriated for the acquisition of lands or interests in lands not more than \$5,000,000 for the Appalachian National Scenic Trail and not more than \$500,000 for the Pacific Crest National Scenic Trail. From the appropriations authorized for fiscal year 1979 and succeeding fiscal years pursuant to the Land and Water Conservation Fund Act (78 Stat. 897), as amended, not more than the following amounts may be expended for the acquisition of lands and interests in lands authorized to be acquired pursuant to the provisions of this Act:

(a) The Appalachian National Scenic Trail, not to exceed \$30,000,000 for fiscal year 1979, \$30,000,000 for fiscal year 1980, and \$30,000,000 for fiscal year 1981, except that the difference between the foregoing amounts and the actual appropriations in any one fiscal year shall be available for appropriation in subsequent fiscal years.

It is the express intent of the Congress that the Secretary should substantially complete the land acquisition program necessary to insure the protection of the Trail within three complete fiscal years following the date of enactment of this sentence. Until the entire acquisition program is completed, he shall transmit in writing at the close of each fiscal year the following information to the Committee on Energy and Natural Resources of the Senate and to the Committee on Interior and Insular Affairs of the House of Representatives:

(A) the amount of land acquired during the fiscal year and the amount expended therefor;

(B) the estimated amount of land remaining to be acquired; and

(C) the amount of land planned for acquisition in the ensuing fiscal year and the estimated cost thereof.

(b) For the purposes of Public Law 95-42 (91 Stat. 211), the lands and interests therein acquired pursuant to this section shall be deemed to qualify for funding under the provisions of section 1, clause 2, of said Act.

(c) There is hereby authorized to be appropriated such sums as may be necessary to implement the provisions of this Act relating to the trails designated by paragraphs 5(a) (3), (4), (5), (6), and (7): *Provided*, That no such funds are authorized to be appropriated prior to October 1, 1979: *And provided further*, That notwithstanding any other provisions of this Act or any other provisions of law, no funds may be expended for the acquisition of lands or interests in lands for the Continental Divide National Scenic Trail, the Oregon National Historic Trail, the Mormon Pioneer National Historic Trail, the Lewis and Clark National Historic Trail, and the Iditarod National Historic Trail.

APPENDIX 6

HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAILSEWARD QUADRANGLEHISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Seward		A7	Local Gov., Private	3
*SEWARD AK RAILROAD DEPOT	SEW-001	A7	Local Gov.	1
Woodrow R.R. Station	SEW-114	A7	Fed RR R/W	3
Lakeside Roadhouse	SEW-027	A7	Fed RR R/W	3
Tunnel O	SEW-115	B7	Fed RR R/W	1
Divide	SEW-020	B7	Fed RR R/W	3
Minnie Andacher Hmstd	SEW-994	B7	Fed (USFS)	3
Primrose	SEW-116	B7	Fed RR R/W	3
Primrose Mine	SEW-142	B7	Fed (USFS)	3
Victor Creek Prospect	SEW-163	B7	Fed (USFS)	3
Lakeview	SEW-117	B7	Fed RR R/W	3
Sawmill-Rocky Creek			Private	3
*ALASKA NELLIE'S HOMESTEAD	SEW-025	B7	Private	1
Roosevelt R.R. Station	SEW-095	B7	Fed RR R/W	3
Falls Creek R.R. Station	SEW-013	B7	Fed RR R/W	3
-Falls Creek Mine	SEW-162	B7	Fed (USFS); Mining Claim	2
Crown Point	SEW-021	B7	Fed RR R/W	3
Crown Point Mine	SEW-192	B7	Fed (USFS); Mining Claim	3
Moose Pass	SEW-024	B7	Private	3
Moose Pass R.R. Stop		B7	Fed RR R/W	3
-Johnson (Possible R.H. Site)		C7	Fed (USFS)	2
Johnson R.R. Site (Sunrise site)	SEW-118	C7	Fed RR R/W	3
Johnson Springs	SEW-037	C7	Fed (USFS)	3
Hunter RH/R.R. Stop	SEW-093	C6	Fed RR R/W	3
Snoring Inn		C6	Fed (USFS)	3
Grandview R.R. Stop	SEW-099	C6	Fed RR R/W	3
Grandview Roadhouse	SEW-017	C6	Fed RR R/W	3
Snowshed	SEW-128	C6	Fed RR R/W	3
*TUNNEL #1	SEW-139	C6	Fed (USFS)	2

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

SEWARD QUADRANGLE (Continued)

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
-The Loop District		C6	Fed (USFS)	2
Second Placer Cr. Crossing	SEW-136	C6	Fed RR R/W	3
-Tunnel Siding	SEW-094	C6	Fed RR R/W	2
-Tunnels 2-7	SEW-107-12	C6	Fed RR R/W	2
Snowshed #2	SEW-129	C6	Fed RR R/W	3
Snowshed #3	SEW-130	C6	Fed (USFS)	3
-Tunnel #8	SEW-138	C6	Fed (USFS)	2
Spencer Bridge	SEW-120	C6	Fed RR R/W	3
Spencer Siding	SEW-121	C6	Fed RR R/W	3
Trapper's Cabin		C6	Fed (USFS)	3
-Twenty Mile River Sawmill		D6	Fed (BLM)	2
Portage	SEW-123	D6	Fed (BLM); Private	3
Portage Roadhouse	SEW-100	D6	Fed RR R/W	3
Kern	SEW-092	D6	Fed RR R/W	3
Virgin Creek Sawmill		D6	Private	3
Girdwood Townsite	SEW-016	D6	Private	3
Glacier Creek Bridge	SEW-124	D6	Fed RR R/W	3
-Girdwood Roadhouse	SEW-102	D6	Fed RR R/W	2
Glacier Cr. R.R. Station	SEW-137	D6	Fed RR R/W	3
Linblad Cabin (Calif Cr.)		D6	Private	3
Linblad Cabin (Winter Cr)		D6	Fed (USFS)	3
Porter Knox Cabin		D7	State/Private	3
*CROW CR. CONSOLIDATED MINE	SEW-191	D6	Private	1
Glacier Cr. Bridge	SEW-124	D6	Fed RR/R/W	3
Bird R.R. Station Mi 81		D7	Fed RR R/W	3
Cabin on Bird Point		D7	State	3
Cabin (4) Between Girdwood/Bird Cr.		D7	State	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

SEWARD QUADRANGLE (Continued)

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
The Bird House		D7	Private	3
Bird Creek R.H.	SEW-103	D7	Fed (USFS)	3
Bird Creek Lumber Co. Sawmill		D7	State	3
Indian Sawmill Site	SEW-132	D7	State	3
Sibley's Tent R.H.		D7	State	3
Indian R.R. Station Site	SEW-126	D7	Fed RR R/W	3
Falls Cr. Cabin	SEW-113	D7	State	3
Falls Cr. Const. Camp		D7	State	3
Old Mail Camp		D7	Fed (USFS)	3
John's Creek Cabin	SEW-158	C7	Undetermined	3
*LAURITSEN CABIN	SEW-152	C7	Fed (USFS); Mining	1
*GILPATRICK'S	SEW-015	C7	Fed (USFS)	1
Gilpatrick's Cabin	SEW-159	C7	Fed (USFS); Permit	3
Slate Creek Mine	SEW-190	C7	Fed (USFS); Mining Claim	3
Oracle Mine	SEW-190	C7	Undetermined	3
Dahl	SEW-022	C7	Fed (USFS)	3
-Michaelson Cemetary	SEW-035	C7	Fed (USFS)	2
-Michaelson Cabin	SEW-153	C7	Fed (USFS); Mining Claim	2
Saxton Camp	SEW-149	C7	Fed (USFS)	3
-Wibel		C7	Fed (USFS)	2
*CANYON CR. DAM	SEW-036	D7	Fed (USFS)	1
Swetmann Camp	SEW-196	D7	Fed (USFS)	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

SEWARD QUADRANGLE (Continued)

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>JOHNSON PASS TRAIL</u>				
Gleason's Camp		C6	Fed (USFS)	3
*WHITE'S VICINITY ROADHOUSE	SEW-105	C7	Fed (USFS); Mining Claim	1
*ANDERSON'S CAMP		C7		1
-The Fork's		D7	Fed (USFS)	2
*BRUHN RAY MINE	SEW-197	D7	Fed (USFS); Mining Claim	1
*SUNRISE	SEW-197	D7	Private	1
Sunrise Cemetary	SEW-195	D7	Private	3
*HOPE HISTORIC DISTRICT	SEW-018	D8	Private	1
Ogle Camp		D6	Fed/USFS	3
<u>PORTAGE PASS TRAIL</u>				
Griset's Roadhouse	SEW-104	D5	Fed/USFS	3
Moraine	SEW-122	D5	Fed RR R/W	3
Whittier Tunnel		D5	Fed RR R/W	
<u>SEWARD MISC. SITES</u>				
Condit Cabin			Fed (USFS); Permit	3
Snowshed #5	SEW-133	D6	Fed RR R/W	3
Snowshed #6	SEW-134	D6	Fed RR R/W	3
Snowshed #7	SEW-135	D6	Fed RR R/W	3
Side Hill Stream Bridge	SEW-119	C6	Fed RR R/W	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

ANCHORAGE QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY TRAIL</u>				
Crow Creek Roadhouse		A6	State	3
*GIRDWOOD MINE		A6	State	1
-Raven Cr. (Duke's) R.H.		A6	Fed (USFS)	2
Brenner's Prospect		A6	Fed (USFS)	3
-Monarch Mine		A6	Fed (USFS)	2
Bahrenberg Cabin			Fed (USFS)	3
Eagle River Roadhouse (deserted) ANC-076			Private	3
Kuney Siding (R.R.)			Fed RR R/W	3
Cabin (Ship Cr)			Local Gov., Private	3
Birchwood R.R. Siding		A8	State	3
Ecklutna	ANC-008		Private	3
*ST. NICHOLAS RUSSION ORTHODOX CHURCH	ANC-022		Private	1
Eklutna R.R. Station	ANC-091		Fed RR R/W	3
A.C. Warehouse (Eklutna)			Private	3
Weise Farm				3
F. Hunt's Cabin				3
-W.D. Elliot Roadhouse				2
Brown's Roadhouse				3
Watson's Roadhouse				3
Matanuska	ANC-082	C7	Fed	3
12 Mile House				3
Cottonwood Roadhouse	ANC-010		Private	3
Hughe's House				3
Gate's House				3
Obrien's House				3
Cabin				3
*WHITE'S CABIN				1
*KNIK TOWNSITE	ANC-003	B8	Local Government	1

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

ANCHORAGE QUADRANGLE (Continued)

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>INDIAN PASS TRAIL</u>				
18 Mile Roadhouse		A7	State	3
25 Mile Roadhouse		A7	State	3
<u>SHIP CREEK TRAIL</u>				
Anchorage Hist. Dist	ANC-081	A8	Local Gov., Private	3
Saloon (Ship Creek)		A8	Local Gov., Private	3
T.H. Jeter's Cabin		A8	Local Gov., Private	3
Whitney's Cache		A8	Local Gov., Private	3
G.W. Palmer Warehouse		A8	Local Gov., Private	3
J. Nelsen's Cabin		A8	Local Gov., Private	3
Kincaid		A8	Local Gov., Private	3
*WHITNEY'S RANCH		A8	Local Gov.	1
Whitney's R.R. Section House		A8	Fed RR R/W	3
J. Albert's (Cabin)		A8	Unknown	3
<u>JOHNSON'S TRAIL (Rainbow to Ship Creek)</u>				
Rainbow Construction Camp		A8	State	3
Cabin Ruin's (Foundations)		A8	State	3
Beluga Pt. Cabin Site		A8	State	3
Mp 110 Cabin		A8	State	3
McHugh Cr. Const. Camp		A8	State	3
Telegraph Station Site		A8	State	3
Sheep Cr. Cabin		A8	State	3
Sheep Creek Construction Camp		A8	State	3
Mrs. Johnson's Roadhouse	ANC-050	A8	State	3
*POTTER SECTION HOUSE	ANC-075	A8	State	1
Last Chance Quartz Claim		A8	Unknown	3
<u>ANCHORAGE QUAD - OTHER SITES</u>				
Nancy	ANC-087	C8	Fed RR R/W	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

TYONEK QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Little Susitna Roadhouse	TYO-017	B1	State	3
Relief Cabin			State	3
*SUSITNA STATION	TYO-018	C1	State; Private	1
Alexander's Roadhouse	TYO-019	C2	State	3
Keller's Roadhouse			State	3
Lakeview Roadhouse	TYO-020	D3	State	3
-Rabbit Lake Relief Cabin			State	2
Bear Creek Cabin			State	3
*OLD SKWENTNA R.H.	TYO-021	D4	State	1
-Mountain Climber Roadhouse	TYO-022	D5	State	2
-Happy River Roadhouse	TYO-023	D7	State Selected	2
<u>McPHERSON'S - 1914 R.R. Survey Rt</u>				
Old Camp			State	3
-McDougal Roadhouse			State	2
Roadhouse (Kaniltna & Yentna)		D3	State	3
Kroto or (Croto)	TXO-001		State	2

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

TALKEETNA QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Unnamed R.H.		A3	State Selected	3
Puntilla Cabin		A6	State	2
Pass Creek Roadhouse	TAL-010	A6	State	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

MEDFRA QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRIS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
-Big River Village		A5	State; Private	2
Cabin (Crooked Creek)			State Selected	3
The Forks		A6	State Selected	2
Grayling Cr. Cabin		A5	State Selected	3
-Boerner Criy		A6	State Selected	2
<u>BIG RIVER - TELIDA TRAIL (NENANA)</u>				
-Nikolai		A3	Private	3
East Fork RH (Hosley)		A2	Private	2
East Fork Village			Private	3
Ekilina Village			Private	3
Slow Fork Village			Unknown; State Selected	3
Ruins				3
Medfra	MED-001	A4	Private	3
Slow Fork R.H.		B1	State Selected	3
<u>OPHIR-POORMAN - WINTER TRAIL</u>				
Hogan's Relief Cabin			State	3
<u>OPHIR-POORMAN - SUMMER TRAIL</u>				
Army Shelter Cabins			State	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

McGRATH QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Rainy Pass Shelter Cabin		A1	State Selected	2
-Dalzell Roadhouse	MCG-003		State Selected	2
*ROHN RIVER R.H.	MCG-007	B1	Fed (BLM)	1
Rohn River Checkpoint Cabin		B1	Fed (BLM)	1
*PIONEER R.H.	MCG-009	C2	State Nat. Selection	1
Morgan's Roadhouse	MCG-010		Federal	3
Peluk Roadhouse	MCG-011	C3	Fed (BLM)	3
Sullivan Roadhouse	MCG-014	D3	Fed (BLM)	3
Seattle Cabin (Not Prim)		D4	Fed (BLM)	3
Sheep Creek Cabin (Not Prim)		D3	Fed (BLM)	3
Pitka Fork	MCG-018	D3	Fed (BLM)	3
Bear Creek Roadhouse	MCG-013	D3	Fed (BLM)	3
-Salmon River R.H.	MCG-013	D4	Private	2
Fish Camp		D4	Private	3
-Big River Roadhouse	MCG-015	D4	Private	2
<u>BIG RIVER TO McGRATH - PER McPHERSON SURVEY 1914</u>				
Hosner's Cabin		D5	Private	3
Cabin		D5	Private	3
Atwater's Cabin		D5	Private	3
Old McGrath (?)	MCG-001	D6	Private	1
McGrath		D6	Local Gov., Private	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

IDITAROD QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE - WINTER</u>				
Takotna Townsite	IDT-008	D1	Private	3
Cabin		D1	Private	3
Big Creek Roadhouse	IDT-007	D1	Private	3
Indian Village Site	IDT-017	D1	Private	3
Smith's Halfway Roadhouse	IDT-015	D2	State Selected	3
Lincoln Creek Roadhouse	IDT-011	D2	State Selected	3
-Moore Creek	IDT-012	C3	State; Mining Claim	2
Mrs. Perry's Roadhouse	IDT-	C3	State	3
Summit Roadhouse		C3	State	3
Summit ARC Cabin	IDT-021	C3	State	3
-Moore Creek Halfway Cabin	IDT-	B3/4	State	2
Ruby Creek Roadhouse #2	IDT-022	B4	Fed (BLM)	3
Ruby Creek Relief Cabin #3		B4	Fed (BLM)	3
Ruby Creek Roadhouse #1		B4	Fed (BLM)	3
Bonanza Cr. A.P.C. Relief Cabin		B4	Fed (BLM)	3
Moose Creek Cabin	IDT-018	B4	Fed (BLM)	3
*OTTER	IDT-004	B4	Fed; Mining Claim	1
*FLAT	IDT-005	B5	Fed; Private	1
Iditarod to Flat. Tramway		B5, C5	Fed; State; Private	3
Summit Roadhouse		B5	State	3
*IDITAROD	IDT-001	C-5	State; Private	1
Discovery Cabin	IDT-004	C5	State	3
Richmond's Roadhouse	IDT-016	C5	State	3
Murray's Roadhouse		C4	State	3
Langley City		C4	State	3
-Shermeier's Halfway Roadhouse	IDT-010	C4	Fed (USFS)	2
*DIKEMAN	IDT-003	D4	Fed (USFS)	1

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

IDITAROD QUADRANGLE (Continued)

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE . . IDT TO OPHIR . . SUMMER</u>				
Lincoln Creek A.R.C. Cabin	IDT-023	D2	State Selected	3
-Moore City	IDT-006	D2	State	2
Brush Creek A.R.C. Cabin	IDT-025	C3	State	3
4th of July A.R.C. Cabin		C3	State	3
Willow Creek Reindeer Cabin		C3	State	3
Duffey-Riley Cabin		C3	State	3
McGee A.R.C. Cabin				3
<u>HUNTER TRAIL</u>				
-First Chance Cabin	IDT-019	D4	State	2
-Reindeer Cabin (Don's)		D3	State	2
-Fritz's Roadhouse	IDT-009	D3	State	2
<u>CROOKED CREEK TRAIL</u>				
ARC Relief Cabin				3
<u>HOLY CROSS WINTER TRAIL</u>				
Pound's Place Roadhouse				3
Wannigan Swinging Dome		B5		3
<u>WILLOW CREEK TRAIL LOOP</u>				
Prince Creek Mine			Fed BLM	3
Willow Creek Mine				3
Bonanza Flats Cabin		B5	Fed (BLM)	3
Willow Creek Roadhouse				3
Cullenville Roadhouse				3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

OPHIR QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Cut-off Roadhouse		A4	Fed (USFWS)	3
Lovell's Tent		A4	Fed (USFWS)	3
Frenchman's Roadhouse			Fed (USFWS)	3
*DISHKAKAT	OPH-004	C3	Fed (USFWS); Private	1
Daniel's Cabin		C4	Unknown	3
All-Right Roadhouse		D4	Fed (USFWS)	3
<u>HUNTER TRAIL</u>				
Ruins		A2	State	3
-Brown Creek Shelter Cabin	OPH-014	A2	State	2
McCarthy's Cabin		A2	Unknown	3
<u>TAKOTNA TO OPHIR TRAIL</u>				
-Yankee Cr. A.R.C. Cabin	OPH-017	A1	State; Mining Claim	2
-Yankee Cr. Roadhouse	OPH-015	A1	State; Mining Claim	2
*GANES CREEK MINE	OPH-001	A1	State; Mining Claim	1
*GANES CREEK DREDGE		A1	Private	1
Spruce Creek Mine		A1	State; Mining Claim	3
*OPHIR CITY	OPH-005	A2	State; Mining Claim	1
<u>OPHIR TO DISHKAKAT - TRAIL</u>				
Boxcar Roadhouse	OPH-006	A2	State	2
Big Aggie's Roadhouse		A2	State	3
Del Thompson's Mt. Hurst Cabin	OPH-013	A2	State	3
Mt. Hurst Summit Roadhouse	OPH-007	A2	State	3
-Del Thompson's Boob Creek	OPH-016	B3	State	2
Evan's (Roadhouse)		B3	State	3
-Tolstoi	OPH-008	B3	State	2
Madison Creek Roadhouse	OPH-011	B3	Fed (USFWS)	3
Regans				3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

OPHIR QUADRANGLE (Continued)

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>OPHIR TO CRIPPLE LANDING</u>				
Johnson's Roadhouse				3
18 Mile Roadhouse				3
Lewis Roadhouse				3
Cripple Landing	OPH-003	C1	State; Private	3
<u>DISHKAKAT TO LEWIS TRAIL</u>				
-Dishna		C3	Fed (USFWS); Private	2
-Simels		C3	(USFWS); Private	2
Rennie's Landing		C3	Fed (USFWS)	3
Dave Lewis Tent				3
Lone Jim Roadhouse				3
Antonio's Roadhouse				3
<u>CRIPPLE LANDING TO LEWIS TRAIL</u>				
Florence City				3
Davenport Cabin				3
<u>CRIPPLE LANDING TO RUBY</u>				
ARC Relief Cabin #1				3
ARC Relief Cabin #2				3
California Roadhouse				3
<u>OPHIR - POORMAN - SUMMER TRAIL</u>				
U.S. Army Relief Tent				3
<u>MISC: SITES, OPHIR QUAD</u>				
Jessie Baugh Cabin				3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

RUBY QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Timber Creek Mining		A6	State; Mining	3
*POORMAN	RUB-	A6	State; Mining	1
Placerville	RUB-	A6	State	3
Tamarack Landing and Ferry		A5	State	3
Spruce Creek Mining	RUB-	A5	State; Mining	3
Jessie's Roadhouse				3
*SULATNA CROSSING	RUB-	A5	State	1
Greenstone Cr. R.H.		B5	State Selected	3
Midnight Cr. Roadhouse		B5	State Selected	3
*LONG	RUB-	B5	State; Mining Claim	1
Cabin Ruins (Long Cr.)	RUB-	C6	Fed; Village Sel.	3
A.R.C. Warehouse				3
-HUB Roadhouse	RUB-	C6	State	2
1912 Mining Camp	RUB-	B6	State Selected	3
Big Dome Roadhouse			Private	3
Dome Roadhouse				3
14 Mile Roadhouse		C5	State	3
New York Creek R.H.			Unknown	3
10 Mile Roadhouse		C5	State	3
Boston Roadhouse	RUB-005	C5	State	3
Ruby	RUB-004	C5	Private	3
*RUBY ROADHOUSE		C5	Private	1
*FISHER ROADHOUSE (RUBY)		C5	Private	1
Melozi	RUB-003	D6	Private	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

NULATO QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Lakeshore Roadhouse		A5	Fed; State Selected	3
Slough Roadhouse		A6	Fed	3
-Capt. Dalquist's Lodge			Unknown	2
Adolph's Muller's R.H./Store		B6	Private	3
Kaltag	NUL-003	B6	Private	3
<u>RUBY TO KALTAG - ROUTE</u>				
Lewis Landing		C1	Fed; State Selected	2
Whiskey Creek		C1	Fed; State Selected	3
-Louden	NUL-008	C2	Private	2
Galena		C2	Private	3
Pilot Mountain		C3/D3	Private	3
Bishop Rock		D3	Private	3
Koyukuk	NUL-005	D4	Private	3
Nulato	NUL-009	C5	Private	3
ARC Shelter Cabin			Private	3
<u>LEWIS TRAIL (LEWIS LANDING TO DISHKAKAT)</u>				
50 Mile Roadhouse			State	3
J.Carrol Roadhouse			State	3
Mrs. Parson's Roadhouse			State	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

UNALAKLEET QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Whaleback	UKT-026	D3	Fed (BLM)	2
Eaton's		D4	Private	3
Unalakleet	UKT-004	D4	Private	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

NORTON BAY QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRS)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
-22 Mile Roadhouse	NOB-003	A1	Fed (BLM)	2
-10 Mile Roadhouse	NOB-033	A2	Fed (BLM)	2
*OLD WOMAN CABIN	NOB-034	A2	Fed (BLM)	1
-Egavik	NOB-006	A4	Private	2
Foothill's roadhouse #2		A4	Private	3
Foothill's roadhouse #1		B5	Private	3
Shaktoolik Roadhouse	NOB-028	B5	Private	3
-Bonanza (Ungalik) Roadhouse	NOB-029	C4	Private	2
-Koyuk (Big Sams R.H.)	NOB-004	D5	Private	2
*ISSAC'S ROADHOUSE	NOB-010	D6	Private	1
Kwik Site	NOB-007	D6	Private	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

SOLOMON QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
Moses Point	SOL-007	C1	Private	3
Iron Creek	SOL-016	D6	Private	3
ELIM	SOL-039	C1	Private	3
KeikTalik	SOL-017	C1	Private	3
Walla Walla Roadhouse	SOL-026	C1	Private	1
*RELIEF CABIN (McKINLEY CK)		C2	Private	1
*GOLOVIN HISTORIC DISTRICT	SOL-009	C3	Private	1
*DEXTER TRADING POST (GOLOVIN)		C3	Private	1
-Chiukak	SOL-012	C3	Fed (USFWS)	2
-Topkok Roadhouse	SOL-028	C4	Fed (USFWS); Private	2
*BLUFF	SOL-021	C4	Fed (USFWS); Private	1
Chekuk	SOL-998	C5	Private	3
*DICKSON	SOL-003	C5	Private	1
*SOLOMON-COUNCIL CITY R.R.	SOL-032	C5	State; Private	3
Taylor Lagoon R.H.	SOL-997	C5	Fed (USFWS)	3
Solomon	SOL-020	C5	Private	3
*SOLOMON ROADHOUSE	SOL-031	C5	Private	1
Lee's Creek Cabin			Private	3
Golden Gate Cabin			Private	3
*SAFETY ROADHOUSE	SOL-023	B6	Private	1
*CAPE NOME ROADHOUSE	SOL-069	B6	Private	1
<u>PORTAGE LOOP - ROUTE</u>				
*PORTAGE ROADHOUSE	SOL-027	B2	Private	1
Summit ARC Cabin		C2	Private	3

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

NOME QUADRANGLE

HISTORIC SITES

SITE NAME	ALASKA HISTORIC RESOURCE SURVEY (AHRs)	1:63,360 Map Quad	OWNERSHIP	MANAGEMENT LEVEL
<u>PRIMARY ROUTE</u>				
*FORT DAVIS	NOM-002		Private	1
Hastings Creek	NOM-011	B1	Private	3
Nome Historic District		C1	Local Gov., Private	3
*ST. JOSEPH'S CHURCH		A1	Private	1

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

CULTURAL SITES
(Pre-Gold Rush Era)

<u>Quad</u>	<u>Site Name</u>	<u>Significance Level</u>	<u>A.H.R.S. No.</u>	<u>14(h)(1) No.</u>
Seward	Trail River Ruins	4	-	
	Passage Canal	3	059	
	Hope Cutoff Site	3	106	
	SEW 131	3	131	
Anchorage	ANC 055	3	055	
	Beluga Point	1	054	
	ANC 078	3	078	
	Eklutna	4	008	
	Cottonwood Creek	2	035	
	Knik Lake	2	036	
	Fisher-Hong	4	038	
	Fish Creek	3	052	
Tyonek	Susitna	4	018	
	TYO-011	4	011	
	Eight Mile Creek	3	010	
McGrath	Egypt Mountain	4	-	
	Farewell Lake	4	-	MCG 31
	Nikolai Villages	4	-	
	Salmon River	4	013	MGR 30
	Gathering Place	4	-	
	Farewell Landing	3	-	MGR 29
	Big River Roadhouse	4	-	MGR 28
Medfra	Nixon Fork Village	4	-	MGR 36
	East Fork Village	4	-	
	Slow Fork Village	4	-	
Ruby	Melozikaket	4	003	

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

CULTURAL SITES
(Pre-Gold Rush Era)

<u>Quad</u>	<u>Site Name</u>	<u>Significance Level</u>	<u>A.H.R.S. No.</u>	<u>14(h)(1) No.</u>
Iditarod	Old Fish Camp	4	-	MGR 40
	4th of July Creek	4	-	MGR 39
	Mouth of Big Creek	4	-	MGR 41
	Kadilotden	4	002	SHG 14
	Dikeman	4	-	GRY 17
Ophir	Dishkakket	4	004	GRY 16
Nulato	Old Fish Camp	2	010	KAL 2
	Kaltag	4	-	
	Galena	4	006	
	Koyukuk	4	005	
	Nulato	4	009	
	Kaiakak	4	001	
	Chogolthlinde	4	-	
	Tatsenibanten	4	-	
	Knogotlinde	4	-	
	Village	4	-	
	Nuloyit	4	-	
	Tom's Village	4	-	
	Nodoyitekentlit	4	-	
Nulato	Sanlaytor	4	-	
	Old Village	4	003	KAL 3
Unalakleet	Lutz's Site #4	4	024	
	Ulukuk	4		
	Lutz's Site #3	4	023	
	Lutz's Site #1	4	021	
	Iktigalik	4	022	
	Unalakleet	4	004	
	Airport Site	2	007	

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

CULTURAL SITES
(Pre-Gold Rush Era)

<u>Quad</u>	<u>Site Name</u>	<u>Significance Level</u>	<u>A.H.R.S. No.</u>	<u>14(h)(1) No.</u>
Unalakleet	Crosswind Site	3	008	
	Bridge Site	4	009	
	Tacan Site	4	010	
	Epidemic Site	2	011	
	Cranberry Slough	4	012	
	Powers Creek Hill	3	013	
	Blueberry Creek	4	014	
Norton Bay	Egavik	4	006	
	Egavik	4	009	
	Difchahak	2	005	
	Nukleet	2	001	
	Madjujuinuk	2	008	
	Iyatayet	1	002	
	NOB 023	4	023	
	Akulik River	4	-	
	Koyuk	4	004	
Norton Bay	NOB 015	4	015	
	NOB 016	4	016	
	NOB 014	4	014	
	Kwighuk	4	013	
	NOB 012	4	012	
	NOB 011	4	011	
	Issac's Village	2	010	
	NOB 024	4	024	
	Kwik	2	007	
	Tubuktulik	4	031	
Solomon	Moses Point	4	007	
	Milianotulik	4	037	
	Kuiuktalik	4	017	

APPENDIX 6
(Continued)
HISTORIC/CULTURAL SITES
IDITAROD NATIONAL HISTORIC TRAIL

CULTURAL SITES
(Pre-Gold Rush Era)

<u>Quad</u>	<u>Site Name</u>	<u>Significance Level</u>	<u>A.H.R.S. No.</u>	<u>14(h)(1) No.</u>
Solomon	Nuviakchak	4	038	
	Elim	4	039	
	Nutikut	4	040	
	Atnuk	2	-	
	Gungnuk	2	011	
	Golovin	4	009	
	Malimium	4	059	
	Chiukak	4	012	
	Eghukachak	4	066	
	Tapkak	4	067	
	Okpiktulik	4	068	
	Nuk	2	002	
	Old Beach Site	2	001	
	Mupterukshuk	4	-	
	Setuk	3	070	
Nome	Ayasayuk	2	009	
	Uinakhtaguin	4	010	

APPENDIX 7

INFORMATION/INTERPRETATION PROGRAM IDITAROD NATIONAL HISTORIC TRAIL

INFORMATION/INTERPRETATION PROGRAM

The overall theme of the historic Trail is that of a major transportation route connecting Seward with Nome and a place called Iditarod with both. Established by Eskimos and Indians, used by Russian explorers, and traveled by thousands of gold rushers, the Trail connects many of the people, events, and history that made Alaska unique. The Trail is the thread on which the pearls of Alaskan prehistory and history are strung.

In 1978, the National Trails System Act established the Iditarod National Historic Trail, a narrow line stretching across Alaska, tying together two points, two ports, and two parts of an expansive land. Visitors cannot travel that narrow line. They have to read about it, see pictures of it, listen to stories about it, and look at maps of it. There is no place where visitors can do all of these things at the same time. There is no place where the history of the Iditarod Trail can be presented as a single story. There is no single way to present the history either.

The following recommendations address these problems--the length of the trail, the scattered and uneven visitor-use patterns, the long and complicated history of the first people in what is now Alaska--those who came and left, and those who came and remained.

To develop these recommendations, planners weighed the physical, geographic, and climatic conditions of Alaska, transportation routes, and visitor use patterns. They considered the advantages and disadvantages of interpretive media in order to use exhibits, films, publications, and personnel to the best advantage.

1. COOPERATIVE PLANNING AND IMPLEMENTATION

Implementation of this plan is to be a multi-agency endeavor, with the Iditarod National Historic Trail Office serving as a center for the coordination of the various landowners and agencies concerned. Interpretive recommendations are made without reference to specific landowners. State and historical societies, and each agency, such as the Chugach National Forest and the Chugach State Park, have their own objectives, exhibits, and interpretive programs. The objectives of each will be detailed when planning begins. Planners will study all the options available for visitors to learn the history that led to formation of the Trail. The Iditarod National Historic Trail Office will fill in the gaps, tie them all together, and do whatever is necessary to provide complementary interpretive options to visitors along the Trail.

2. COOPERATIVE VENTURES

a. Anchorage Historical and Fine Arts museum

Recommendations: Cooperative programs with the museum will include complementary exhibits on the history of that part of the Iditarod Trail which passed through what is now the Anchorage area.

The INHT staff will work closely with the museum to develop an agreement to continue using this facility as an archive and collection center.

b. Alaska Marine Highway

Recommendations: An introduction/orientation wayside exhibit will be on the ferry that travels between Whittier and Cordova/Valdez. Free brochures will be included. A program done by an interpreter during the trip back to Whittier will give visitors an opportunity to understand what it was like to land at the port as the gold rushers did 80 years ago. Some role playing or living history (first person) interpretation could be included in the program.

The interpretive panel should complement the USFS exhibits: descriptions of the rushers arriving on various kinds of ocean-going vessels, the supplies they carried, origins of the travelers, and their dreams and misconceptions of what lay ahead. Journals and letters with old photos of Whittier, Cordova, and Valdez, and the steamships at the docks, could be used.

The docks at the ferry landings will be another excellent place for introduction/orientation waysides to give visitors some of the INHT and Alaskan history, which often began at the docks.

c. Alaska Railroad

Recommendations: At Anchorage, Portage Depot, and Whittier, wayside exhibits will be placed outside the depots. They should be near the inside ticket gate so people waiting for the Whittier/Seward trail can be enlightened before they leave. A brochure dispenser will be added, and/or a listening device, where up-to-date messages would tell visitors about opportunities for recreation and interpretation along the INHT.

Panels will be put in individual cars, including trains going to Fairbanks, to call attention to the stretch from Seward and Whittier to Nancy Lake.

A taped message will also be provided on passenger cars, to be used on demand or by an interpreter/volunteer. Arrangements could be made to provide programs about the Trail, much like the ferry service programs

provided by the USFS.

d. Airport Terminals

Recommendations: Introduction/orientation panels by the baggage claim areas or public transportation pickup areas will inform visitors of the Trail and their chances of crossing and learning about it. If inside, the panel will have a brochure dispenser and a telephone or other listening device to transmit taped messages about the Trail.

Taped programs, or a script, could be arranged with the airlines to provide short orientation programs for passengers coming into Nome, Anchorage, McGrath, or anywhere commercial flights contact sites along the trail. Brochures would also be available for passengers to follow along with the narration.

3. SIGNS

The Iditarod National Historic Trail logo will be on all signs. All signs and labels will be on at least two sides of the post, easily visible and highly legible from a distance and from a moving car or train. The materials will be the same as the wayside supports--sturdy and suitable for the area and requiring little maintenance. The site signs can be incorporated into the support of the wayside exhibits where suitable. Any sign labeling the location of a site (e.g. Alaska Nellie's Roadhouse) must have a pullout or parking area.

Each point where the INHT crosses a public transportation route will be marked (State Highways 1 and 3, the Alaska Railroad right-of-way, an existing hiking trail, a street, and ocean or river landings). The Primary Route and major connecting trails also will be marked (e.g. CONNECTING TRAIL TO HOPE, INDIAN PASS TRAILHEAD).

Major "monument" type trail markers of the same design will mark the two trailheads at Nome and Seward. An additional site for a major monument would be Whittier,

although it is not on the Primary Route. Signs will be installed but not limited to the following places:

Moose Pass	Captain Dalquist's Site
Forks (Bruhn Ray Mine and Canyon Creek Mine)	Kaltag
Johnson	Ophir
Hope	Ruby
Sunrise	Galena
Portage	Nulato
Girdwood	Koyuk
Crow Pass	Moses Point
Eagle River (town of)	Elim
Indian Pass	Walla Walla
Indian River	McKinley Creek
Wasilla	Dexter Trading Post
Takotna	Bluff
Iditarod	Solomon
Shermeier	Dickson
Flat	Port Safety
Discovery	Cape Nome
	Fort Davis

In communities established over the historic Trail, the logo will mark where the streets cross the Trail, wherever it can be documented, in:

Seward	Girdwood
Anchorage	Birchwood
McGrath	Eagle River
Nome	
. . . and . . .	

On hiking, skiing, and mushing trails, a symbol will indicate that use, if it does not already.

Level 1 sites will be interpreted, onsite, by a wayside exhibit or group of exhibits indicating the significance of each point along the Trail. As research is done on each, some may duplicate others along the same route and may be deleted. Some Level 2 sites may be substituted at a later date to fill gaps in interpretation of the total Trail.

tation of the total Trail.

Just before reaching the wayside exhibits along the highways, drivers will be warned by small signs bearing the INHT logo, that a "point of interest" lies 50 yards ahead. These small indicators will be placed for both directions and enable visitors to stop safely by giving them enough time to make a decision and signal for a turn.

4. VISITOR CENTERS

a. Anchorage Visitor Information and Orientation Services

Visitor centers will be located at major population areas which will interpret the Trail and its place in Alaskan and American history. A common theme, consistent with the intent of Congress and this management plan, will be the central focus of these centers. Exhibits, maps, and interpretive specialists will be located at each center to provide an effective overall information program to the visitor.

Among questions and answers to be included in the exhibits at the visitor centers:

Why is the gold here?	Present the area's geologic formations in a simple way.
What conditions do residents face?	Present the weather and climate of Alaska, graphically.
	Show distances for travel and supplying under extreme conditions.
How did people get to Alaska?	Describe steamships, foot and dog sled travel, etc.
How did they get	Show hikers, bicycles,

around once there?

sleds, back packs, steam-boats, railroad, etc.

Why did the use of the trail decline?

Present the reasons.

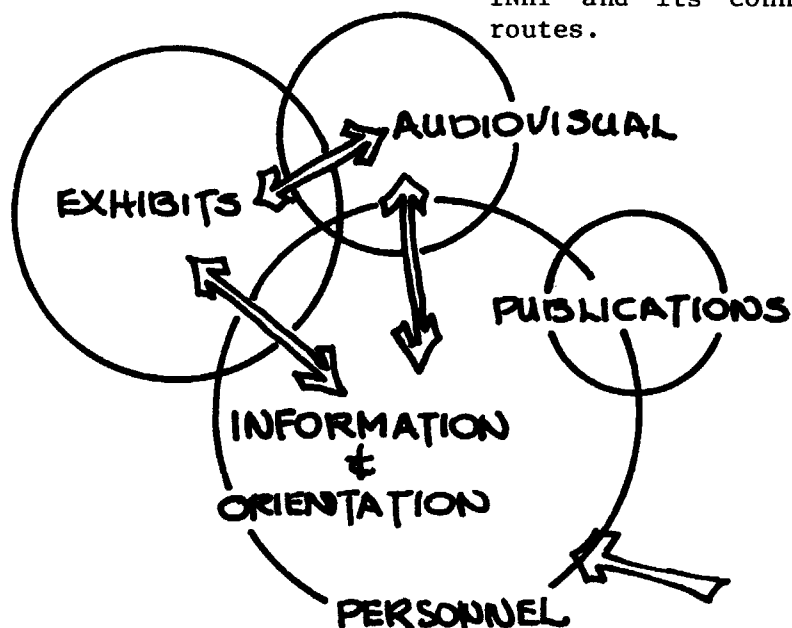
Maps - Construct overlays or plexiglass panels to be pulled over a base map to show, one by one, the advances, connections, and developments of the trail, and bringing the visitor up to today.

Early transportation routes.

Depict graphically Eskimo and Indian groups and their travel, hunting and trade routes.

Historic transportation routes.

Trace exploration, the Russian fur trade, and the gold rush, with dates of development, Goodwin's survey, the peak development of the Iditarod Trail, ending with the INHT and its connecting routes.



The exhibits will present a "broad brush" story of the Trail, to be supplemented by staff-presented programs, publications, and audiovisual presentations.

Recommendations: A proposed central information facility in Anchorage will be open 12 hours-a-day, 7 days-a-week during busy summer months, with the times for the rest of the year based on visitor-use patterns. Audiovisual programs, exhibits, and publications (for sale and free) will pertain to the Iditarod National Historic Trail only. Personnel will be available on site during the summer. During the fall, winter, and spring, off-site programs will be given at schools, for community groups, and at special workshops for local historical societies and Trail Blazers to develop cooperative programs, exhibits, and publications.

The Anchorage Visitor Center will provide visitors with the tools they need to best use the recreational and interpretive choices offered to them, and will complement the Anchorage Historical and Fine Arts Museum exhibits on the history of the gold rush. Visitors must be encouraged to visit that museum to enlarge their knowledge of Alaska.

b. Seward Visitor Center and Trailhead Monument

Recommendations: Visitors to Seward will be invited by attractive and succinct signs to the dock/depot area. There they will see the railroad depot and four or five assorted historic railroad cars. The depot will continue its present use as the Alaska Marine Highway terminal, ticket office, and waiting room. The space will be shared with the Alaska State Parks as a greeting place and rest area for visitors. The cars will contain information and interpretive centers for the local Chamber of Commerce and such agencies as the Chugach National Forest, Kenai Fjords National Park, the Iditarod National Historic Trail. A car in the middle will be shared for communal audiovisual programs.

The pleasant complex will be a center for both information and orientation about the area, as well as interpretive programs and exhibits about the trailhead to the Iditarod, the Alaska gold rush days, everything one might want to know about Seward, and how to learn about the natural history of the Kenai Peninsula in a few easy lessons, using the nearby forests and parks.

The complex design will match the period of history toward which the city plans to focus its restoration and development. The Seward Chamber of Commerce will staff the first railroad car to assist visitors to go where they want in the time they have available and to do what is best suited to their interests.

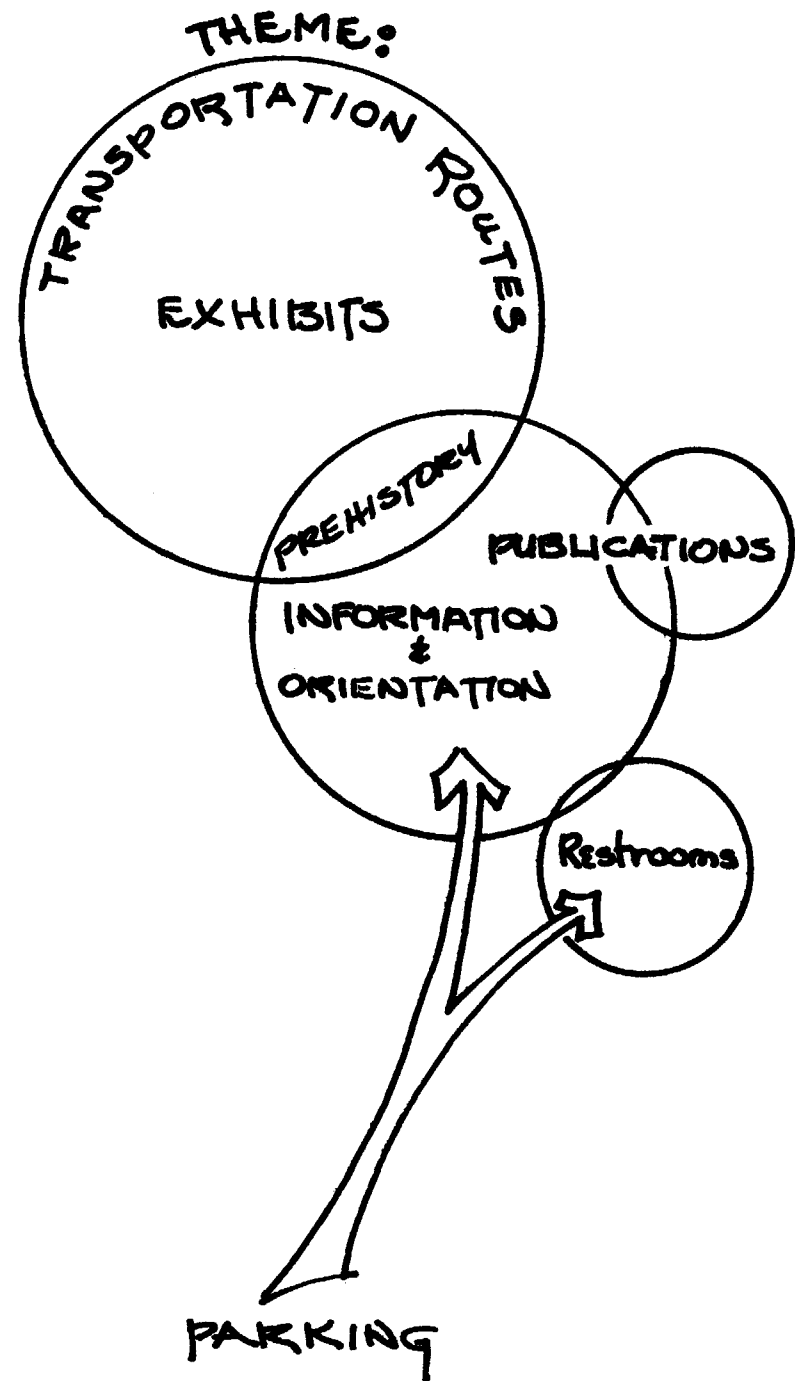
Each car will be decorated in the style of a cooperating agency, so that visitors will see a variety of environments.

A "monument" like the one at Nome will mark the beginning of the famous Iditarod Trail - the gateway marker to the Alaskan Interior and Nome.

The complex will be open whenever a cruise ship or ferry is coming in, as well as 12 hours-a-day during peak seasons (depending on demand). Interpretive staff will be on duty when the complex is open.

The Trail Guide and other publications about the Trail that are not readily available in town will be sold.

Exhibits will complement the local historical society objectives in providing a complete picture of the historic and prehistoric Iditarod Trail. Exhibits will provide an introduction to the INHT, geology (why gold was here), transportation routes and modes (the main theme of the Trail) of the original inhabitants, Russians, the gold rushers, and mushers, and the Iditarod/Flat/Ophir area, and will indicate the tremendous distance from Seward to Nome and the rigors of getting there.



The communal audiovisual car will be used by all of the agencies for INHT films, slide shows, orientation programs, and other interpretive presentations.

Outreach programs will be available in cooperation with the USFS and the NPS for the local communities. Volunteer groups will be encouraged to staff the facility and help provide school programs to support and extend services available to the public and to the community.

c. Nome Visitor Center and Trailhead Monument

Recommendations: The proposed center will be open and completely staffed 12 hours-a-day during the peak season (depending on use patterns). Seasonal employees and volunteers from the Trail Blazers will provide information and interpretive services during the peak season and whenever special occasions warrant (e.g. Month of Iditarod or a historical celebration). A "monument" here and at Seward will mark the beginning of the Iditarod Trail--the gateway marker to the Alaskan Interior and sister port at the other end.

Exhibits will provide an introduction to the geology, weather/climate, transportation routes and modes of transportation used by original inhabitants--Eskimos, Russians, gold rushers, mushers--over the years.

The center exhibits will describe activities available in the area and recommend a trip to the Dickson/Solomon complex as an introduction to the Trail beyond.

A cooperative project with the Carrie McLain Memorial Museum is recommended to study the possibility of combining the center and the museum into one complex in a central location in Nome. This could work to the advantage of both visitor services, which would complement each other to present a well-rounded story of what this part of Alaska offers travelers.

d. Costs for Indoor Exhibits

These estimated costs are subject to change and should be used for gross estimating only. Net production cost per square footage of exhibit space is estimated at \$100 per square foot, for Alaska. The planning and design are estimated at 20 percent if the total is done by the National Park Service Interpretive Design Center, and 30 percent if contracted. These figures will vary with the complexity of design. They include some panels and some cases (if there were more cases the cost would increase; if there were more graphics, the price would be less).

ANCHORAGE INFORMATION CENTER

20' x 20' @ \$100/sq. ft.	=	\$40,000	
20% of \$40,000	=	8,000	
TOTAL			\$ 48,000

SEWARD VISITOR CENTER

10' x 40' @ 100/sq. ft.	=	\$40,000	
20% of \$40,000	=	8,000	
TOTAL			\$ 48,000

NOME VISITOR CENTER

20' x 40' @ 100/sq. ft.	=	\$80,000	
20% of \$80,000	=	16,000	
TOTAL			\$ 96,000

TOTAL FOR VISITOR INFORMATION CENTERS			\$192,200
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At the time this portion of the plan is to be implemented, the INHT staff should contact the manager of the National Park Service Interpretive Design Center, Harpers Ferry, West Virginia. Their schedule may make it possible for that facility to do the planning, design, and/or construction. If time does not allow, personnel will assist INHT staff in drawing up contracts and locating contractors.

5. WAYSIDE EXHIBITS

a. Objectives

Wayside, or outdoor, exhibits are used to present on-site, unmanned, 24-hour, year-round interpretation of the INHT to the best advantage. They are placed at points of highest visitor contact so investment in time and money is the most cost effective.

On-site exhibits are most effective in showing the relationship of the site to the overall Iditarod National Historic Trail. Specific descriptions of the sites and their histories will create an atmosphere in which visitors can most fully appreciate past events.

No individual wayside exhibit subject will depend on another. Visitor-use patterns indicate that few people will visit any of these sites in any predictable order.

b. Future Planning

When future development along the Trail results in increased visitor use, wayside exhibits can be developed for such sites as Ruby, and points south, highlighting the large mines and communities in the Interior. When private owners begin to develop their roadhouses, individual exhibits can be done on such places as Port Safety and Cape Nome in cooperation with the owners.

c. Cooperative Planning

Any exhibits produced in cooperation with another agency will be developed, planned, and interpretations written with a designated representative from that agency (local, State, or Federal). Quality will be assured through close adherence to the approved design criteria.

d. Design

Wayside exhibit units, supports, or structures, will be low profile and require little maintenance. Materials will be selected to blend with the area and Alaska's natural beauty. The units must be attractive, noticeable from the road but not obtrusive, and fit nicely into pullouts and parking areas. The wayside support will be designed to be used in multiple units. It is suggested that the panels, whether they are fiberglass embedments or etched aluminum, be removable for storage in winter so they will last longer and not be vulnerable to vandalism when not being used. A Coreten (steel that rusts to an old finish) support could be used, but with extruded aluminum framing for easy and safe removal of the panels.

e. Location

Introduction/orientation exhibits must be in highly accessible and visible places, available 24 hours-a-day, where there is parking space. Existing pullouts or parking areas are to be used whenever possible to cut costs and physical impacts. The capability for parking, or establishing a parking area, will be a criterion for locating additional wayside sites. Existing picnic areas in towns and along the highways should be considered, as well as places where people congregate. These panels are to complement any existing interpretation or information, so they can be located near public places or museums or parks, such as Mirror Lake, Knik Hall, or Anchorage city parks.

f. Introduction/Orientation Wayside Exhibit

These "generic" waysides will be placed along the INHT at high exposure sites--places along the Trail where visitors or communities congregate or pass in as they tour Alaska. Each panel will be identical except for the "you are here" marker on the map, and a space where a brief label and picture will address the specific point/site.

These waysides can stand alongside or be combined with site-specific waysides, to make a two- or three-unit device.

The waysides will all be planned and placed in cooperation with the specific landowners or agencies concerned.

The wayside exhibit panels should include, but not be limited to the following components:

--A map of the entire Trail with the main points of interest indicated graphically (historic sites and towns, dates of establishment, etc.).

--A summary of why the INHT is significant.

--Points of contact where visitors driving can visit, hike, ski, mush, or learn more about the Trail in general, at the visitor centers.

g. Site-Specific Exhibits

The exact number of units or panels needed has not been addressed here. The location and general subjects have been discussed in connection with site. When planning begins, a site-specific subject, or grouping, may require more than one unit because of its subject matter and interest.

Each of these exhibits should be as simple, attractive, and graphic as possible.

Each exhibit should be complete in itself and not depend on another exhibit or other knowledge to support it. Each should contribute, however, to the overall feeling of the great distances in Alaska, the difficulty of transportation, the activity levels of each era compared with those of today's population, and the variety of transportation routes and modes exemplifying the development of Alaska.

h. Recommendations for Individual Wayside Exhibits

The following exhibits are listed in order from Seward to Nome:

LAWING

Themes: People and roadhouses

This exhibit will combine all of Alaska Nellie Neal Lawing's various roadhouses, her background, and main activities in the area. Many photographs of the roadhouses and this woman exist in collections to provide interesting material.

JOHNSON TRAILHEAD SOUTH

Themes: Mining and people

Located at an existing parking area at the south end of the busy Johnson Trail, this wayside will combine the interpretation of several Level 1 sites--Lauritsen's Cabin and Gilpatricks's Camp.

The wayside will address the establishment of these places and the people who worked in the area. The activities on the Johnson Trail will also be tied in here--recreational activities on historic trails using historic means of transportation.

JOHNSON TRAILHEAD NORTH

Themes: Mining, transportation, and roadhouses

Located at the existing trailhead parking at the north end, this wayside will combine the interpretation of several Level 1 sites--White's Roadhouse, the Bruhn Ray Mine, Forks, and Canyon Creek Dam. The Bruhn Ray Mine has the potential to be developed into a mining museum, in situ. The wayside will address mining equipment and procedures used in this area of the Kenai Peninsula. White's Roadhouse will tie to the mining supply route. A short hike can be developed to an overlook where one

can see the amazing dam built to provide water for mining. If that occurs, a separate, but smaller wayside will be installed at the overlook explaining how and why the dam was built.

PORTAGE DEPOT

Theme: The railroad

This point is the rail junction (Whittier and Seward branches), highway junction (Portage Visitor Center and Seward/Homer), and Trail junction (Seward to Portage) section of the INHT. As part of the new depot an exhibit will address the railroad story. All of the tunnels will be mentioned in connection with the difficulties of building and maintaining the railroad in this country. Freight that was historically carried on the railroad will be compared with freight that is carried now.

The significance of the end of the railroad and the beginning of the old trail will be mentioned, as well the extension of the railroad, causing the decline in trail use, to Nancy and beyond.

This exhibit (or exhibits) will be planned and executed in cooperation with the Alaska Railroad.

PORTAGE VISITOR CENTER * CHUGACH NATIONAL FOREST

Information on the INHT will be available to the more than 300,000 visitors this popular USFS attraction 24 hours-a-day, year around. This introductory panel will be done in cooperation with the USFS, Chugach National Forest, Anchorage District.

The small site-specific section will discuss this section of the Trail and the problems of the climate impeding transportation along the route (e.g. travelers falling into crevasses).

WHITTIER TERMINALS

Theme: Railroad routes

Another high visibility wayside exhibit will be provided for visitors using the Alaska Railroad and the Alaska Marine Highway. It will be a major contact point for general orientation to the INHT.

The small site-specific section will be on the port itself, showing how the port operated as a port-of-entry for the gold rush, and what came into it and what went out of it.

The Portage Pass route used by Indians and Eskimos will be marked on the map.

HOPE HISTORIC DISTRICT AND SUNRISE

Theme: Mining

Combining two Level 1 sites, this wayside will stress Hope and Sunrise, and the parts they played in gold rush era mining on the Kenai Peninsula. This wayside is on a connecting trail of the INHT, not the Primary trail, in order to incorporate the Historic District of Hope.

CROW PASS TRAILHEAD * CHUGACH NATIONAL FOREST

This trailhead will stress the role that avalanches and severe winter conditions played in Trail location and relocation. This trail, between Crow Pass Trailhead, across Eagle River to the Chugach State Park Visitor Center, recreates the route used during the gold rush days and traverses a spectacular pass through the Chugach Mountains.

Theme: Ore processing and transportation

Combining two Level 1 sites, the Crow Creek Mining Co. and the Girdwood Mine (as well as the Monarch Mine and Falls Creek Mine), the types of processing, the trans-

) portation problems and the Crow Pass Trail (and Indian Pass alternate) will be shown here.

Parking is already available at this well-used site, so no additional construction or impacts will result from waysides being installed here.

) POTTER STATION * MUNICIPALITY OF ANCHORAGE

Theme: Railroading

) In conjunction with the recreational use of this site, the Potter Station Railroad Section House will be interpreted by descriptions of the construction problems of the transportation system to Nancy and beyond. The alternative Indian Pass route can be addressed here as well. The extension of the railroad ended the need for trails over the passes and their use diminished. Now the same trails are recreational and are being used once more.

) When the Municipality of Anchorage develops this building into a visitor center, the trail coordinator and interpreter will work cooperatively to develop an exhibit that will complement the city's interpretation.

) WHITNEY RANCH

Theme: Homesteading

) The first recorded homestead in the Anchorage area, the Whitney Ranch will be used to expand on the transportation routes, the evolution of development from Native to modern use, and the settlement along the trails.

) It will ask, and answer, such questions as these:

) Who were the people who homesteaded?
When did they come?
Where did they come from?
What did they do here?
How did they get here?
What was the Alaska Homestead Act?

EAGLE RIVER VISITOR CENTER * CHUGACH STATE PARK

A wayside exhibit will be a short distance away from the visitor center, on the Trail itself, both as part of a short loop trail around the center and as the beginning, or end, of this section of the INHT.

Interpreters at the visitor center are developing an interior exhibit that will present something specifically pertinent to the portion of the Trail within the Chugach State Park.

EKLUTNA

This wayside is to be located, in cooperation with the church parking, at the St. Nicholas Orthodox Church.

Theme: Indiginous people of Alaska and Russian exploration

In cooperation with the church and the local corporation, the Eklutna village site and Russian era will be interpreted as a highly significant and visible site along the INHT.

The history of Native use, then Russian contact, both evolving into the gold rush patterns of use, will introduce visitors to the multicultural aspects of the entire Trail.

KNIK

An introductory exhibit will be provided here in conjunction with the picnic area, to provide 24-hour information to the traveling public at this very important trailhead. The exhibit will indicate the existence of a 4-mile-long hiking trail (summer) and the longer skiing/mushing trail (winter). As the old roadhouses and relief cabins become available with caretakers, guided tours and reserved rental of the

chain of cabins could be started from here and advertised as one of the recreational ways to use the INHT.

Theme: The wilderness beyond and homesteading, plus recreating

This is the beginning of the wild part of the INHT, the section that only mushers see. Depicting the conditions, distances, the roadhouses (Susitna Station, Skwentna relief cabins, Rohn River and Pioneer roadhouses) and on to Iditarod/Flat/Ophir area. White's Cabin, an early homestead, is to be interpreted in Knik, with an invitation to walk a bit on the Trail and enjoy imagining what it would be like to start out on the entire trip from there.

THE KNIK AREA

Specific objectives will be established with the Knik-Wasilla-Willow Historical Society, the Mushers Hall of Fame, the Iditarod Trail Committee, and the Iditarod Trail Blazers to identify interpretive themes for each group so that none duplicates and all complement one another in that rather small area.

When the actual exhibit planning begins, the trail coordinator will work closely with these groups. The groups will be encouraged and helped to provide the major interpretation of such topics as their specific sites, the closest portions of the Trail, the historic trailhead, the history of dogsledding, its uses and equipment, and finally the present Iditarod Trail Race.

Planning and design support for the Knik Hall and Bar and the Mushers Hall of Fame may be provided, with a cooperative agreement between the management agencies and owners. A recommendation to the Historical Society and the Iditarod Trail Committee would be that cooperative storage and archival facilities be established in the new building, so that artifacts and other materials are safely stored in one place.

McGRATH

The transportation routes through McGrath, centered on the Trail in the winter and the river in the summer, would be emphasized in the individual section. The roadhouse in McGrath was a part of the whole system, and still is--an excellent bit of continuity to bring the past up to the present.

KALTAG

The transportation routes through this point ranged from dogsled trails to riverboat systems. These modes of transportation will be presented in the context of their seasonal use.

UNALAKLEET

The summer ocean access and the hazards of winter travel across Norton Sound to the coast of the Bering Sea will be emphasized here. Locations of the many roadhouses between here and Nome will be indicated, as well as the way on to Kaltag and Iditarod/Flat/Ophir--all to give an impression of the remoteness of this site.

DICKSON * SOLOMON AND THE TRAIL

Themes: The Trail, mining, the railroad, roadhouses, Native villages

This will be a major wayside exhibit complex to include the interpretation and a brief summary of the other Level 1 sites along the Bering Sea (Cape Nome and Port Safety roadhouses and those at Bluff and Golovin, McKinley Creek Relief Cabin, Portage Roadhouse, Walla Walla, Elim, Koyuk, and the dangerous Norton Sound crossing to Unalakleet). Roadhouses and relief cabins will connect all of these significant sites, to indicate the distances and the numerous support facilities

and people needed to maintain and facilitate the use of the Trail.

A section of the railbed and narrow gauge tracks will be rebuilt for the locomotives and miscellaneous rolling stock. They will be stabilized and used to symbolically point the way to Solomon, just as they do today, drawing attention to the ghost town and the ghost railroad that supplied all the communities in the hills above.

The dredges seen all around Nome and on up the road past Solomon, will be mentioned here, with particular attention paid to the Ganes Creek Dredge, a Level 1 site along the Trail.

i. Costs for Wayside Exhibits

NOTE: These estimated costs are subject to change and should be used for estimating only. The cost for a single wayside unit (including artwork, photographs, base, metal framing, and fabrication) is estimated at \$3,000 per unit. Layouts are estimated at \$100 per unit for the exhibit itself.

The introduction/orientation wayside exhibit will be duplicated at 12 sites, with a small space for site-specific identification and the specific location to be marked on the map. Eleven site-specific wayside exhibits are proposed.

LAYOUT	1	Introduction panel	@ \$100	\$ 100
	12	Inserts	@ 25	300
	11	Site-Specific panels	@ \$100	\$ 1,200
		TOTAL LAYOUT		\$ 1,600
PANELS	23	Units @ \$3,000		\$69,000
		TOTAL WAYSIDE EXHIBITS		\$70,600

At the time this portion of the plan is to be implemented, the INHT staff should contact the manager of

the National Park Service Interpretive Design Center, Harpers Ferry, West Virginia, for assistance and consultation for planning, design, and construction.

6. AUDIOVISUAL MATERIALS

Motion pictures are usually well received by visitors. The films are portable and can be sent easily to provide outreach interpretations of isolated areas. Visitors find it easier to concentrate on a complicated story when they do not have distractions, can focus on a single screen in comfortable surroundings, and have the feeling of realism that motion pictures convey. Music and graphics, sound and motion can intensify an experience and enhance the message. It would be possible to have sound tracks in multiple languages for a single film, thereby providing something for the larger number of foreign visitors coming every year. Films are also well suited to presenting sequential or developmental stories--and that is what the main theme of the INHT is all about.

The motion picture and slide shows produced for the INHT will be used in visitor centers on site and will provide throughout the country. Videotapes are becoming more and more useful in school programs and even in visitor centers, eliminating the nuisance of threading and rethreading projectors for short programs. Where projectors and monitors are not available, the sound/slide programs make fine packages to send to audiences away from the site. Where none of these is appropriate, personal services with audiovisual aids may be tailored to fit the area, the audience, and the situation.

Local schools, community groups, statewide programs, and programs given in the lower 48 can all use the single motion picture or slide show in many ways. The costs is mitigated by the great number of visitors and potential visitors reached, as well as those who can never come but still want to know about the Iditarod National Historic Trail.

a. The Film--The Iditarod National Historic Trail

Theme: The transportation routes that crossed a country.

THE SCENARIO: NATIVE/ESKIMO TRAIL AREA, long shots of the country, quiet, solitary, scenics of the typical countryside with no population . . . slowly a man enters and begins the progression. In an overlay, a map begins to grow from two points, what is now Nome and Seward, growing slowly as the numbers of people increase their range, but just a few people, moving about . . . dates slowly passing in large numbers to show centuries. The whole mood is quiet and solitary, in sound and scene.

RUSSIAN EXPLORATION begins, and the use of the Native trails increases. Graphics, music, and visuals tell, more than narration, what is happening. The trails on the map increase at a little more rapid pace, the dates begin getting closer together, the music gets a little faster, the pace of the filming moves a little faster, the population is obviously increasing. Furs and mining begin to bring in outsiders, foreigners.

GOLD! Dates bring the viewer to a more recent time, to the events of the period through headlines, voices, old photographs of more contemporary activities. Old timers begin to get excited about the events leading up to the period of the gold rush. Appropriate music is much faster, building up the pace, the map is branching out, growing from the two points, closer and closer. The dates are moving faster in smaller numbers to show years. The whole mood is growing rapidly to a fever pitch . . . tremendous activity, background noise and old photographs, film and re-creation of men working, building, honkytonks, women, dogs, horses, and finally trains . . . Goodwin connects the trails in 1908 and the activity peaks . . . gold, gold, and more gold! The population has increased to its peak. So has the gold rush and everything is frantic, hectic, the map is spreading . . . then . . .

WWI and AIRPLANES enter the scene. Fairly rapidly, all of that activity slows, in the trail use, in population, as gold strikes peter out. Trails begin vanishing from the screen as they are abandoned (but leave a trace that will be the connecting trails of INHT). The music slows and becomes the music of the 1920s and 1930s, quiet and the scene becomes more solitary once again. Alaskan sounds of a plane, dogs, people in small towns and villages . . . the rush is over . . . things have changed . . . and 1978 . . .

IDITAROD NATIONAL HISTORIC TRAIL remains, simple and almost back to the original single line from Nome to Seward. The dates have slowed, the music is American (Aaron Copeland could do a stunning job on a piece of Alaskan music). The use of the trail is obviously by villagers and recreational users, the race, snow machines, hikers, hunters and fishermen, both subsistence and recreational. The date now stops at the establishment, with an invitation to come up to TODAY and use your trail in as many ways as you can.

The visual progression of the film includes actual footage of the countryside, working from both ends or beginnings of the trail. Old photographs, objects, graphics, overlain with the map showing ever-increasing established trails and their uses, the heyday and the decline of the Trail graphically show the Trail evolution. Pictures of the activities, headlines, scenics, and so forth, instead of complicated narration, with voice-over interviews with old timers, readings from journals of the period, would give the flavor of the area in the words of the people who made the history.

b. Videotapes or Short Films

While shooting footage for the major film, the crew will purposefully overshoot in order to produce additional films on specific subjects (i.e. dog sledding on the Trail, the people of the Trail, winter use versus

summer use, the race, the different life zones of the Trail, the railroads, the sea ports, and so forth). This will increase the value of the footage and provide more versatile audiovisual capability to trail interpreters. These also will be used on site, at schools, communities, and at far-off places with strange-sounding names.

c. Sound/Slide Program

Also to be used on site or for outreach programs, the sound/slide program will provide information and orientation for visitors, potential visitors, and those who may never come but want to learn about the trail. The program can be made automatic, to be used by the visitor when he wants it without having to wait for an interpreter to present it.

d. Costs of Audiovisual Films and Slide Programs

NOTE: These estimated costs are subject to change and should be used for gross estimates only. The costs are for the filming and production of a high-quality motion picture, video tape, and sound/slide programs. The work can be done for less, but the quality decreases with the price. A package of a 25-minute motion picture and several videotapes can be produced by shooting with the understanding that that cinematographer will overshoot to provide footage for several productions; this saves money and time.

IDITAROD NATIONAL HISTORIC TRAIL FILM

24 minutes, 16mm, sound, color:
\$50,000 to \$75,000 \$ 75,000

VIDEOTAPES

10-minute tapes on five specific subjects:
@ \$10,000 ea. from main shooting
footage \$ 50,000
TOTAL FOR COMPLETE PACKAGE \$125,000

SOUND/SLIDE PROGRAM

15-minute program (includes shooting 35mm
slides, sound and scripts, plus duplicates)
\$20,000 to \$25,000 \$ 25,000
TOTAL AUDIOVISUAL \$150,000

At the time this portion of the plan is to be implemented, the INHT staff should contact the manager of the National Park Service Interpretive Design Center, Harpers Ferry, West Virginia. Their Division of Audiovisual Arts is interested in producing this film, if time permits.

7. PUBLICATIONS

a. Trail Guide

One of the objectives of this publication is to present the evolution of the Iditarod Trail while taking visitors over it segment by segment. It doesn't matter whether they are in a car, on the Trail, or in a motel along the way, or even if they never see any of the Trail. Other objectives are to give readers a feeling of the incredible length of the Trail, the great amount of activity that went on along the Trail, and the many people who made up the history along this complicated transportation route across Alaska.

The Trail Guide will introduce the Iditarod Trail as part of the National Trails System. It will show the Trail segment by segment on the actual maps, with points of interest indicated right on the trail map. The map will be used by hikers, cross-country skiers, boaters, or just visitors to Nome or Seward. Many of

the Level 1 sites will be interpreted with the old pictures of the sites in their heyday. Landmarks and roadhouses, relief cabins and mines, river crossings and ice crossings, segments of the actual Trail and fascinating characters will be noted and described.

The research and outline for this guide were done during the study to produce the management plan. The layout and artwork are the only part remaining to be done. For a publication of this importance, it will be a fairly simple and inexpensive production, and one with an immediate and high return of reaching many visitors quickly.

b. Brochure

A 3- to 6-fold, four-color, brochure will be available free to visitors at all possible contact points. All staffed visitor centers for INHT, USFS, and Alaska State Parks will have them. Airports, railroad stations, and ferries will be encouraged to keep them available for all visitors.

c. Packaged Monographs or Minipublications

As research progresses, individual districts, roadhouses, mines, people, and events will be recorded and authenticated. Each of these projects may be reported as an individual publication or a photo-essay booklet. These individual publications would be collected by visitors and residents, depending on their interests (such as history, natural science, or architecture) or the sites they had visited. Covers such as a scrapbook or binder with pockets might be purchased in which to keep the booklets in a library, in a car, or to add to as new publications become available.

This is a flexible, easily corrected, and updated way to develop a future handbook of the Trail. A publication program like this produces inexpensive publications, as well as high visibility, in-depth interpretation

that gets out to the public in a timely fashion. When the research is completed for a INHT Historic Handbook, it would be combined and published as a single volume. The public would not have to wait for completion of the research if single subject publications were made available as research progresses.

No costs are included for this recommendation.

d. Costs of Publication

NOTE: These estimated costs are subject to change and should be used for gross estimates only. The actual costs will depend on the current cost of paper, the quality of paper, what the printer is provided with (i.e. camera-ready or just text drafts to be composed) and the amount of artwork, half-tones, and color work to be done. The estimates here are based on past work on a similar type of publication.

TRAIL GUIDE (sales item)

Writing (anywhere between \$2,000 to \$5,000)	\$ 5,000
Four-color cover, 2-color text, 32 pages	
10,000 copies @\$1.50 ea.	\$15,000
TOTAL	\$20,000

BROCHURE (free distribution)

Layout, make-ready, color separations, etc.	\$ 1,500
Four-color, six-fold, 4 x 6 (pocket size) 75,000	\$ 7,000
TOTAL	\$ 8,500

8. PERSONAL SERVICES

a. Programs and Presentations

Programs and presentations that are given by permanent

or seasonal personnel, as well as by volunteers in the Trail Blazers, at areas of high visitor use, will provide the basis for the personal services of the INHT. The advantage of personal services is the opportunity for direct exchange with the visitor. Questions can be asked and answered and a travel plan can be tailored to individuals' interests and time available. Training for members of the volunteer organization, any of the historical society docents, and all agency staff who would be interpreting to visitors in any locations along the Trail will be provided in cooperation with all of the agencies involved, such as the INHT, the USDA Forest Service, Alaska State Parks, and perhaps the National Park Service. Cooperative programs with local community colleges might be arranged for training local people in speaking skills, history, and dealing with large groups of visitors.

Slide programs for visitors, demonstrations, on-site guided walks and talks, campfire programs in nearby campgrounds, programs in the local auditoriums, and even theater presentations about the trail history will be presented on regular schedules during the peak season. The demand and cost effectiveness will be decided on a site-by-site basis to ensure the best use of personnel.

Off-season programs will be given in schools and local communities. Portable programs will be developed to be sent to communities where personnel cannot visit. Many kinds of teaching tools and packages can be developed, depending on the demand and local needs.

Workshops can be arranged among the agencies to take programs and training to isolated areas in an efficient manner.

Theater productions or play-writing contests might possibly be encouraged based on the fascinating history of the Iditarod Trail. They could provide enjoyable learning projects with schools. Readings of old journals and reminiscences are very effective. Demonstra-

tions of old mining techniques, panning, rockers, dogsled equipment and handling, and other pioneer skills, should be encouraged.

The advantages and possibilities of having first-hand interpretation are limited only by the the interpreters' imaginations.

b. Outreach Programs

Alaska is not an easy place even for residents to move around in. The INHT should have a local interest, and residents in the whole State should develop a proprietary awareness of what the Trail means to them. A series of outreach programs through existing media should be encouraged throughout the year. A 15- or 30-minute radio program should be considered, probably live at a local radio station (with a script prepared and sent to the station), as well as a weekly or monthly column in local newspapers, suited to the specific area. Notices of activities should be placed on local bulletin boards and local schools become involved. When the State or a community is celebrating a local or national holiday, such as the 4th of July, the Anchorage Fur Rendezvous, the salmon festivals, and the Nome Month of Iditarod, it could be tied in to similar celebrations in Native, Russian, or gold rush history. The activities that the INHT office participates in should be advertised and local participation in INHT encouraged.

The staff of the INHT may arrange a traveling workshop to outlying areas. Such a presentation would include instruction in history, artifact care and identification, and interpretive skills. Demonstrations would be part of the show. Instead of the people coming to the offices, the offices will go to the people.

9. COMMERCIAL TOURS

Tours could be encouraged by the commercial enterprises in Nome, guided by the tour company or by Trail Blazers and the INHT. Guided tours to Dickson and Solomon in

vehicles, or hiking tours and guided walks around any of the roadhouses or beach areas might be included.

Guided bus and air tours out of Nome along the Trail, using the Trail Guide, a local guide, taped tours, or a script for the driver or pilot. The roadhouses could be renovated for such use by the owners, or longer trips could be staggered between villages to spread out the use and impact, depending on the wishes and capabilities of the village residents.

10. COLLECTIONS POLICY

The INHT should not begin an active collection program of any kind. The Anchorage Historical and Fine Arts Museum has agreed to be a repository for any artifacts and archival material for the INHT. This should be formalized in a memorandum of agreement or a contract so both the INHT and the museum know exactly what the responsibilities of each are. In order to have a thorough knowledge of the holdings in the State, a catalog should be established of artifacts associated directly with the historic Iditarod Trail in the museums and historical societies in the area. These artifacts would not necessarily be used in INHT exhibits but record will be made of their location for possible use in publications, for borrowing, trade, or purchase for specific locations, or for study. This collections policy would assist the INHT in providing a complementary and balanced interpretive program, exhibits, and publications.

11. STAFFING

a. Permanent

Interpretation will always be a major focus of work on this established National Historic Trail. A permanent interpreter will be responsible for the interpretive programs and activities conducted year around in the local communities and with visitors. The permanent interpreter will also be responsible for coordination

and supervision of the interpretive planning for way-side exhibits, the visitor center exhibits, publications, and the films. The interpreter will supervise and support seasonal interpreters, who will be stationed at the main visitor centers and provide the programs on the INHT lands where appropriate. The interpreter will report directly to the trail coordinator.

b. Seasonal

Seasonal interpreters will be required to staff the visitor centers and present programs both in Seward and Nome. The Information Center in Anchorage will be staffed year around. The off-season personnel will also be responsible for school and community programs.

At peak season, a rule of thumb that may be applied is that three people are needed on a single day when 500 or more visitors come in, with the greatest number in the middle of the day.

Seasonal employees will be recruited from all of the agencies involved in the trail lands, as well as Trail Blazers who are interested in dealing with the public. They will all report directly to the permanent interpreter.

c. Exhibit Planning Team

When the exhibit planning is funded, ideas and suggestions will be solicited from each of the landowners on each site-specific wayside location and the general introductory panel. The placement of the waysides will be arranged for on a site-by-site basis and done only with the assistance and approval of each landowner, as a working part of the planning team.

The INHT office will coordinate and support the actual exhibit planning and design throughout the process.

d. Trail Interpreter

The tasks of the trail interpreter are as follows:

- To plan and implement interpretation on Iditarod National Historic Trail sites and lands.
- To provide a focus for interpretation on the trail with all the agencies, private organizations, historical societies and special interest groups concerned.
- To ensure, with the trail historian, that accurate information dissemination is made to all agencies and individuals at all times.
- To work with the trail historian on publication of research studies and other publications.
- To collaborate with all agencies and individuals along the Iditarod National Historic Trail in the interpretive planning, design, and implementation of the visitor center and wayside exhibit development.
- To set and ensure adherence to design standards for interpretive devices.
- To advise and assist in training Trail Blazer volunteers, local groups, historical societies, and others who are interested in interpreting aspects of the Iditarod National Historic Trail.
- To provide out-reach programs to local and regional schools, community groups, and agencies for understanding and protecting the cultural resources of the Iditarod National Historic Trail.
- To research and record the cultural resources of the Iditarod National Historic Trail as well as supervise university and contract research.

- To ensure publication and dissemination of research materials to other agencies and individuals.
- To ensure the accuracy of the cooperative interpretive programs, exhibits, and publications.
- To plan and implement programs and publications to ensure the understanding and protection of the cultural resources of the entire Trail.
- To assist the general public and other agencies in requests for information and assist in developing local histories.

12. TOTAL ESTIMATED COSTS FOR
INFORMATION/INTERPRETATION

PUBLICATIONS

TRAIL GUIDE	\$ 20,000
Brochure	8,500

FILM

INHT FILM	\$ 75,000
5 video tapes	50,000
Sound/Slide pkg.	25,000

WAYSIDE EXHIBITS

Layout	\$ 1,600
23 units	69,000

SIGNS

36 units	\$ 3,600
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EXHIBITS

Anchorage	\$ 48,000
Nome	80,000
Seward	48,000

EXHIBIT MAINTENANCE	<u>\$ 15,000</u>
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TOTAL	\$433,700
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*These costs are estimates only, based on similar projects completed during the 1980 and 1981 fiscal years. Actual costs, at the time of planning, design and construction, are subject to changing inflation rates, material choices and cost increases, complexity of design and artwork, and local labor costs.

APPENDIX 8
IDITAROD NATIONAL HISTORIC TRAIL FUNDING RECOMMENDATION
YEAR 1

A.	<u>Salaries</u>	<u>Agency</u>	<u>LEVEL A</u>	<u>LEVEL B</u>
	Trail Administrator	INHT	\$ 33,000 (10 WM) ⁴	\$ 33,000 (10 WM)
	Interpretive Specialist	INHT	33,000 (10 WM)	33,000 (10 WM)
	Secretary/Administration	INHT	33,000 (10 WM)	33,000 (10 WM)
	Seasonals:			
	Interpretive Specialists	INHT	26,400 (8 WM)	26,400 (8 WM)
	Interpretive Specialists	BLM	13,200 (4 WM)	13,200 (4 WM)
	Interpretive Specialists	NPS	26,400 (8 WM)	26,400 (8 WM)
	Interpretive Specialists	USFS	26,400 (8 WM)	26,400 (8 WM)
	Historians	INHT	13,200 (4 WM)	13,200 (4 WM)
	Historians	BLM	13,200 (4 WM)	13,200 (4 WM)
	Historians	USFS	13,200 (4 WM)	13,200 (4 WM)
			<u>\$231,000</u>	<u>\$231,000</u>
B.	<u>Procurement/Equipment</u>			
	Advisory Council	INHT	\$ 10,000	\$ 10,000
	Interpretation:			
	Trail Guides	INHT	5,000	5,000
	Brochures	INHT	8,500	8,500
	Anchorage Information Center (Planning)	INHT	8,000	8,000
	Cooperative Planning - Seward Complex	INHT	2,500	2,500
		USFS	2,500	2,500
		NPS	2,500	2,500
	Planning/Design Wayside Exhibits	INHT	10,000	10,000
	Slide Program	INHT	25,000	25,000
	Planning/Shooting 16mm Film	INHT	---	25,000
	Total Interpretation		<u>\$ 64,000</u>	<u>\$ 89,000</u>
	Signs/Markers ¹	INHT	15,000	15,000
	GSA Vehicle	INHT	3,000	3,000
	Utilities/Overhead (Anchorage Facility)	INHT	30,000	30,000
	Office Equipment/Supplies	INHT	4,000	4,000
	Trail Maintenance Equipment	INHT	20,000	20,000
	Historic Photo Reproduction	INHT	2,000	2,000
	Charter Travel	INHT	15,000	15,000
		USFS	5,000	5,000
		BLM	5,000	5,000

APPENDIX 8 (Continued)
 IDITAROD NATIONAL HISTORIC TRAIL FUNDING RECOMMENDATION
YEAR 2

A.	<u>Salaries</u>	<u>Agency</u>	<u>LEVEL A</u>		<u>LEVEL B</u>	
	Trail Administrator	INHT	\$ 33,000	(10 WM) ⁴	\$ 33,000	(10 WM)
	Interpretive Specialist	INHT	33,000	(10 WM)	33,000	(10 WM)
	Secretary/Administration	INHT	33,000	(10 WM)	33,000	(10 WM)
	Seasonals:					
	Interpretive Specialists	INHT	26,400	(8 WM)	26,400	(8 WM)
	Interpretive Specialists	BLM	13,200	(4 WM)	13,200	(4 WM)
	Interpretive Specialists	NPS	26,400	(8 WM)	26,400	(8 WM)
	Interpretive Specialists	USFS	26,400	(8 WM)	26,400	(8 WM)
	Historians	INHT	33,000	(10 WM)	33,000	(10 WM)
	Historians	BLM	19,800	(6 WM)	19,800	(6 WM)
	Archaeologists	USFS	---		49,500	(15 WM)
			<u>\$244,200</u>		<u>\$293,700</u>	
B.	<u>Procurement/Equipment</u>					
	Advisory Council	INHT	\$ 10,000		\$ 10,000	
	Interpretation:					
	Trail Guides	INHT	15,000		5,000	
	Install Anchorage Exhibits	INHT	40,000		40,000	
	Design/Install Seward Exhibits	INHT	40,000		40,000	
	Construct/Install Wayside Exhibits	INHT	64,200		64,200	
	Complete Production of 16mm Film	INHT	---		50,000	
	Total Interpretation		<u>\$159,200</u>		<u>\$209,200</u>	
	Signs/Markers ¹	INHT	12,500		12,500	
	GSA Vehicle	INHT	3,000		3,000	
	Utilities/Overhead (Anchorage Facility)	INHT	30,000		30,000	
	Trail Maintenance Equipment	INHT	10,000		10,000	
	Charter Travel	INHT	15,000		15,000	
		USFS	2,000		2,000	
		BLM	5,000		5,000	
	Miscellaneous Procurement	INHT	10,000		10,000	
		USFS	5,000		5,000	
		BLM	3,000		3,000	
		ARR	3,000		3,000	
		USFWS	---		5,000	
	Iditarod Trail Blazers Funding ²	INHT	35,000		35,000	
			<u>\$302,700</u>		<u>\$357,700</u>	

C. <u>Site and Trail Projects</u>			
Flat/Iditarod	INHT	\$ 38,000	\$ 38,000
Rhon River Roadhouse Site Plan	BLM	20,000	20,000
Seward Railhead Development	ARR	145,000	145,000
Seward Depot Planning/Architectural	INHT	64,200	64,200
Dickson/Council Site Development ³	BLM	---	185,000
Pioneer Roadhouse Site Development ³	INHT	---	25,000
		<u>267,200</u>	<u>\$477,200</u>
TOTAL		\$814,100	\$1,128,600
(Base 1981 Dollars)			

NOTES:

BLM - Bureau of Land Management (Department of Interior)
 INHT - Iditarod National Historic Trail Office (BLM-DOI)
 USFS - U.S. Forest Service (Department of Agriculture)
 NPS - National Park Service (Department of Interior)
 ARR - Alaska Railroad (Department of Transportation)

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- ¹ Signing would be available to all agencies
² Funds would be administered by INHT office
³ Requires cooperative agreement with landowner
⁴ Work month (WM) = 3300/mo. 10 WM = 1 work year

APPENDIX 8 (Continued)
 IDITAROD NATIONAL HISTORIC TRAIL FUNDING RECOMMENDATION
YEAR 3

A.	<u>Salaries</u>	<u>Agency</u>	<u>LEVEL A</u>	<u>LEVEL B</u>
	Trail Administrator	INHT	\$ 33,000 (10 WM) ⁴	\$ 33,000 (10 WM)
	Interpretive Specialist	INHT	33,000 (10 WM)	33,000 (10 WM)
	Secretary/Administration	INHT	33,000 (10 WM)	33,000 (10 WM)
	Seasonals:			
	Interpretive Specialists	INHT	26,400 (8 WM)	26,400 (8 WM)
	Interpretive Specialists	BLM	13,200 (4 WM)	13,200 (4 WM)
	Interpretive Specialists	NPS	26,400 (8 WM)	26,400 (8 WM)
	Interpretive Specialists	USFS	26,400 (8 WM)	26,400 (8 WM)
	Historians	INHT	9,900 (3 WM)	9,900 (3 WM)
	Archaeologist	INHT	---	52,800 (16 WM)
			<u>\$201,300</u>	<u>\$254,100</u>
B.	<u>Procurement/Equipment</u>			
	Advisory Council	INHT	\$ 10,000	\$ 10,000
	Interpretation:			
	Begin Planning, Nome Visitor Center	INHT	\$ 15,000	15,000
	Maintenance; Exhibits, Signs	INHT	5,000	5,000
	Produce 2 Videotapes	INHT	---	\$ 20,000
	Total Interpretation		<u>\$ 20,000</u>	<u>\$ 40,000</u>
	Operating Expenses @ Seward Facility	INHT	14,400	14,400
		USFS	14,400	14,400
		NPS	14,400	14,400
	Publication (Architectural Records)	INHT	---	12,000
	Photo Documentation, Research and			
	Recordation ¹	INHT	---	28,000
	Signs/Markers	INHT	3,500	3,500
	GSA Vehicle	INHT	3,000	3,000
	Utilities/Overhead (Anchorage Facility)	INHT	30,000	30,000
	Office Equipment/Supplies	INHT	5,000	5,000
	Trail Maintenance Equipment	INHT	10,000	10,000
	Charter Travel	INHT	12,000	12,000
		USFS	3,000	3,000
		BLM	3,000	3,000
		USFWS	3,000	3,000

Miscellaneous Procurement	INHT	5,000	5,000
	USFS	2,000	2,000
	BLM	2,000	2,000
	USFWS	2,000	2,000
Iditarod Trail Blazers Funding ²	INHT	35,000	35,000
		<u>\$217,700</u>	<u>\$277,700</u>

C. Site and Trail Projects

Access Improvements (Pontilla, Rohn River Roadhouse	BLM	15,000	15,000
Rohn River Roadhouse Site Development	BLM	145,200	145,200
Trail Construction (Seward-Portage)	USFS	---	100,000
Trail Construction (Dalzell Creek)	BLM	---	40,000
Trail Shelter (Old Woman Site)	BLM	---	15,000
Pioneer Roadhouse Site Development ³	INHT	---	117,400
Dickson/Council Railroad Maintenance	INHT	---	5,000
		<u>\$160,200</u>	<u>\$437,600</u>

TOTAL		\$579,200	\$969,400
(Base 1981 Dollars)			

NOTES:

BLM - Bureau of Land Management (Department of Interior)
 INHT - Iditarod National Historic Trail Office (BLM-DOI)
 USFS - U.S. Forest Service (Department of Agriculture)
 NPS - National Park Service (Department of Interior)

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- ¹
² Signing would be available to all agencies
³ Funds would be administered by INHT office
⁴ Requires cooperative agreement with landowner
 Work month (WM) = 3300/mo. 10 WM = 1 work year

APPENDIX 8 (Continued)
IDITAROD NATIONAL HISTORIC TRAIL FUNDING RECOMMENDATION
YEAR 4

A.	<u>Salaries</u>	<u>Agency</u>	<u>LEVEL A</u>	<u>LEVEL B</u>
	Trail Administrator	INHT	\$ 33,000 (10 WM) ⁴	\$ 33,000 (10 WM)
	Interpretive Specialist	INHT	33,000 (10 WM)	33,000 (10 WM)
	Secretary/Administration	INHT	33,000 (10 WM)	33,000 (10 WM)
	Seasonals:			
	Interpretive Specialists	INHT	26,400 (8 WM)	26,400 (8 WM)
	Interpretive Specialists	BLM	13,200 (4 WM)	13,200 (4 WM)
	Interpretive Specialists	NPS	26,400 (8 WM)	26,400 (8 WM)
	Interpretive Specialists	USFS	26,400 (8 WM)	26,400 (8 WM)
	Historian	INHT	9,900 (3 WM)	9,900 (3 WM)
	Visual Resource Mgt. Specialist	INHT	26,400 (8 WM)	26,400 (8 WM)
			<u>\$227,700</u>	<u>\$227,700</u>
B.	<u>Procurement/Equipment</u>			
	Advisory Council	INHT	\$ 10,000	\$ 10,000
	Interpretation:			
	Reprint Trail Guides	INHT	12,000	12,000
	Design Nome Exhibit	INHT	20,000	20,000
	Maintain Existing Exhibits	INHT	5,000	5,000
	Produce 3 Videotapes	INHT	---	30,000
	Total Interpretation		<u>\$ 37,000</u>	<u>\$ 67,000</u>
	Signs/Markers ¹	INHT	10,000	10,000
	GSA Vehicle	INHT	5,000	5,000
	Utilities/Overhead (Anchorage Facility)	INHT	10,000	10,000
	Trail Maintenance Equipment	INHT	5,000	5,000
		USFS	10,000	10,000
	Equipment Repair	INHT	3,000	3,000
	Charter Travel	INHT	12,000	12,000
		USFS	3,000	3,000
		BLM	5,000	5,000
		USFWS	5,000	5,000
	Miscellaneous Procurement	INHT	10,000	10,000
		USFS	3,000	2,000
		BLM	3,000	2,000
		USFWS	3,000	3,000
		NPS	3,000	3,000

APPENDIX 8 (Continued)
IDITAROD NATIONAL HISTORIC TRAIL FUNDING RECOMMENDATION
YEAR 5

A.	<u>Salaries</u>	<u>Agency</u>	<u>LEVEL A</u>	<u>LEVEL B</u>
	Trail Administrator	INHT	\$ 33,000 (10 WM) ⁴	\$ 33,000 (10 WM)
	Interpretive Specialist	INHT	33,000 (10 WM)	33,000 (10 WM)
	Secretary/Administration	INHT	33,000 (10 WM)	33,000 (10 WM)
	Seasonals:			
	Interpretive Specialists	INHT	26,400 (8 WM)	26,400 (8 WM)
	Interpretive Specialists	BLM	13,200 (4 WM)	13,200 (4 WM)
	Interpretive Specialists	NPS	26,400 (8 WM)	26,400 (8 WM)
	Interpretive Specialists	USFS	26,400 (8 WM)	26,400 (8 WM)
	Historian	INHT	9,900 (3 WM)	9,900 (3 WM)
			<u>\$201,300</u>	<u>\$201,300</u>
B.	<u>Procurement/Equipment</u>			
	Advisory Council	INHT	\$ 10,000	\$ 10,000
	Interpretation:			
	Construct/Install Nome Exhibit	INHT	60,000	60,000
	Maintain Existing Exhibits	INHT	5,000	5,000
	Total Interpretation		<u>\$ 65,000</u>	<u>\$ 65,000</u>
	Signs/Markers ¹	INHT	15,000	15,000
	GSA Vehicle	INHT	3,000	3,000
	Utilities/Overhead (Anchorage Facility)	INHT	30,000	30,000
	Equipment Repair	INHT	3,000	3,000
		USFS	3,000	3,000
	Charter Travel	INHT	12,000	12,000
		USFS	5,000	5,000
		BLM	5,000	5,000
		USFWS	5,000	5,000
	Miscellaneous Procurement	INHT	10,000	10,000
		USFS	5,000	2,000
		BLM	2,000	2,000
		USFWS	2,000	3,000
	Oral History Publication	INHT	6,000	6,000
	Maintenance of Sites:			
	Solomon Railroad	INHT	8,000	8,000
	Rohn River Roadhouse	BLM	6,000	6,000
	Seward Railroad Depot	INHT	14,400	14,400
		USFS	14,400	14,400
		NPS	14,400	14,400

Shelter Cabin Maintenance	BLM	3,000	3,000
Iditarod Trail Blazers Funding ²	INHT	35,000	35,000
		<u>\$279,200</u>	<u>\$279,200</u>
C. <u>Site and Trail Projects</u>			
Trail Clearing	BLM	\$ 4,500	\$ 4,500
Shelter Cabin (Ungalik area)	BLM	---	15,000
		<u>\$ 4,500</u>	<u>\$ 19,500</u>
TOTAL		\$485,000	\$500,000
(Base 1981 Dollars)			

NOTES:

BLM - Bureau of Land Management (Department of Interior)
 INHT - Iditarod National Historic Trail Office (BLM-DOI)
 USFS - U.S. Forest Service (Department of Agriculture)
 NPS - National Park Service (Department of Interior)

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- ¹ Signing would be available to all agencies
² Funds would be administered by INHT office
³ Requires cooperative agreement with landowner
⁴ Work month (WM) = 3300/mo. 10 WM = 1 work year